



Annex A

EASp Status Report 2014

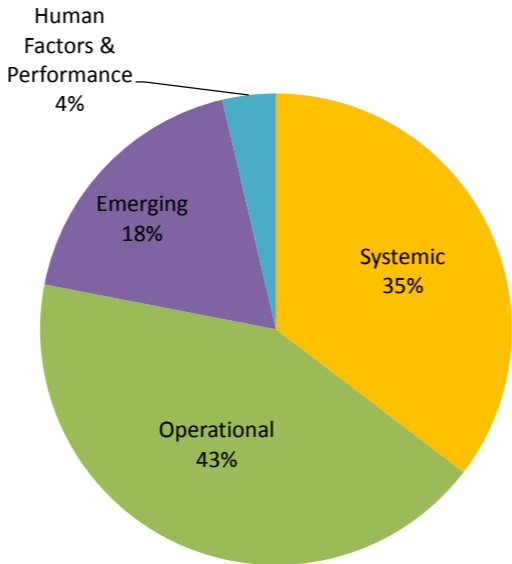
Final

This document provides the individual details concerning each of the EASp action items. It includes the latest status on the implementation of each action.

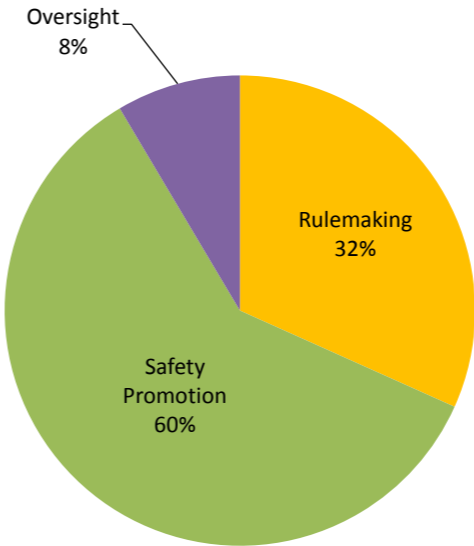
Statistical Summary

COMPOSITION

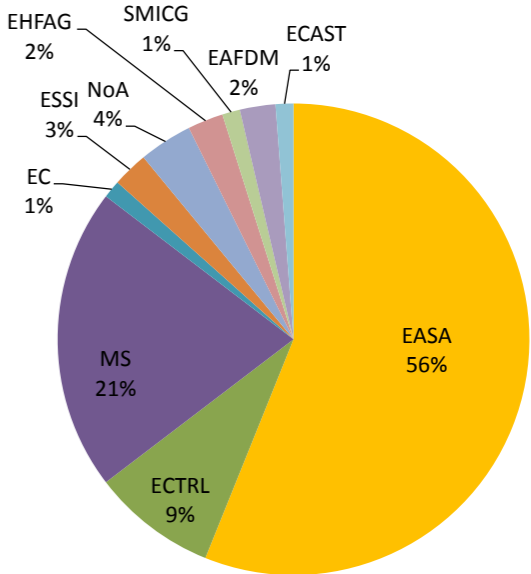
By risk area	
Systemic	29
Operational	35
Emerging	15
Human Factors & Performance	3
Total	82
By type	
Rulemaking	26
Safety Promotion	49
Oversight	7
Total	82
By owner	
EASA	46
ECTRL	7
MS	17
EC	1
ESSI	2
NoA	3
EHFAG	2
SMICG	1
EAFDM	2
ECAST	1
Total	82



By risk area



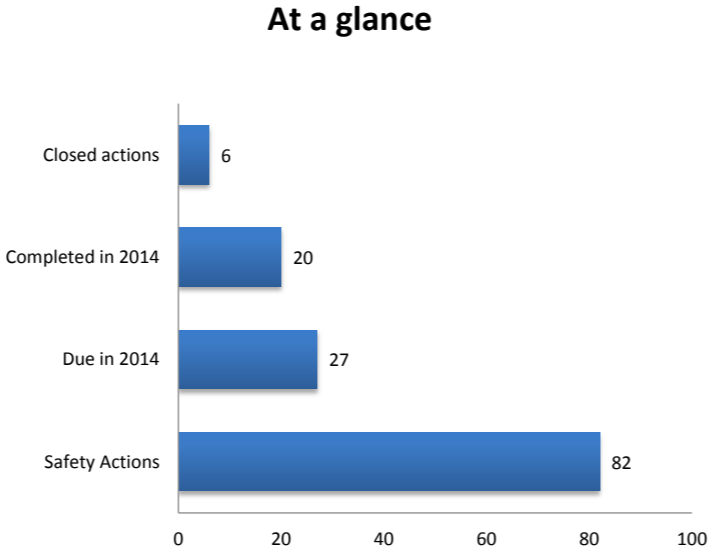
By action type



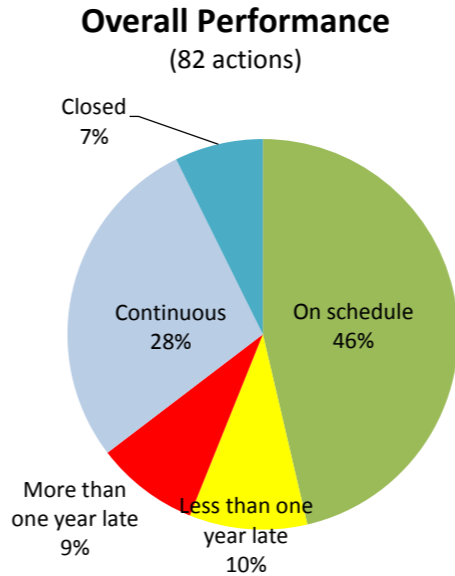
By action owner

PERFORMANCE

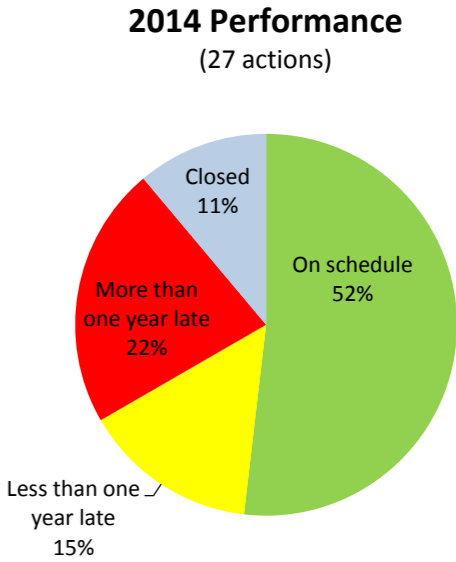
At a glance	
Safety Actions	82
Due in 2014	27
Completed in 2014	20
Closed actions	6
Overall Performance	
On schedule	38
Less than one year late	8
More than one year late	7
Continuous	23
Closed	6
Total	82
2014 Performance	
On schedule	14
Less than one year late	4
More than one year late	6
Closed	3
Total	27



At a glance



Overall Performance
(82 actions)



2014 Performance
(27 actions)

How to read the content

This Annex provides the individual details concerning each of the action items, including a status update and a link to the final deliverable when available. An initial identification of likely deviations in time or scope for each action is also provided. A “traffic-light system” (green, yellow and red colours) has been used to track progress against the plan.

Throughout the Annex, the actions have been organised following a comprehensive format illustrated in the example below:

Safety Actions						
No.	Issue	Actions	Owner	Dates	Type	Deliverable (Measure)
Unique identifier (No.).	Safety issue being addressed.	A brief description of the course of action taken to mitigate the safety issue	The action owner or key stakeholder that will be responsible for its implementation (it does not mean that it is the only one contributing to the action). Being owner of an action means to be able to report on its progress.	As a minimum the year in which the deliverable is expected. When possible the starting year is also provided. Actions due in the year that the plan is issued are highlighted in yellow since the commitment is in this case stronger.	The actions type: rulemaking (R), Oversight (O) or Safety Assurance and Promotion (SP) according to the functional areas that are part of the EASP. When a rulemaking task has been created or a research project has been launched, the reference is provided in brackets (e.g. ATM.001 refers to a rulemaking task as it can be found in EASA's rulemaking programme).	The deliverable that is expected as a result of the actions. It allows evaluating the completion status on a yearly basis and serves as a first measure of progress.

Each action is accompanied by its implementation status according to the following format

Implementation					
Update	Status	Lead	According to PLAN	Reasons for deviation	Deliverables
Brief description of the progress made on the action	Not started Started Advanced Complete Closed	Organisation/Team leading the development of the action	On schedule Less than one year late More than one year late Not finalised	When there are deviations according to what was initially planned the reasons are recorded here.	A link to the deliverable or relevant website is provided when available

The new actions incorporated in a given year contain a “**NEW**” marker next to the action number in the identifier column

EASp Status Report 2014

Systemic Issues						
No.	Issue	Actions	Owner	Dates	Type	Deliverable (Measure)
1. Working with States to implement and develop SSPs						
SYS1.3a	Incorporation of SSP in all domains of aviation.	Incorporate SSPs and enablers in the IR for initial airworthiness (enablers are supporting tools like system safety analysis, occurrence reporting and human factors).	EASA & EC	2017	R (MDM.060) (RMT.0262 and RMT.0550)	Opinion/Decision
SYS1.3b	Incorporation of SSP in all domains of aviation.	Incorporate SSPs and enablers in the IR for continuing airworthiness (enablers are supporting tools like system safety analysis, occurrence reporting and human factors).	EASA & EC	2014	R (MDM.055) (RMT.0251)	Opinion/Decision

Implementation					
Update	Status	Lead	According to PLAN?	Reasons for deviation	Deliverable(s)
MDM.060 project for initial airworthiness (Commission Regulation (EC) No.748/2012) will focus on introduction of safety management principles into "Part-21" (Annex to Regulation 748/2012). MDM.060 project combines four rulemaking tasks on two subjects: Level of Involvement (LOI) of the Agency in product certification (RMT.0262 (IR) + RMT.0611(AMC/GM)) and Safety Management System (SMS) for Design and Manufacturing organisations (RMT.0550 (IR + AMC/GM)). The MDM.060 project will introduce LOI/MS requirements for competent authorities performing oversight of Design and Manufacturing organisations. Common ToR for MDM.060 project have been published, together with a concept paper, on EASA website on 27/08/ 2013.	Started	CT.7	Less than one year late	Task delayed one year. Specific mandate for SSP will not be in the IRs.	ToR and Concept Paper MDM.060
The LOI part of the project is at the stage of a Notice of Proposed Amendment (NPA) to introduce LOI into Part-21 (RMT.0262 - implementing rules only). Opinion with LOI rules is scheduled for 2016/Q1 and Decision with AMC/GM material for 2017/Q1. The implementation of LOI is supported by a number of pilot projects to test the LOI concept and develop AMC/GM material.					
The SMS part of the project has started with preparation of the pilot projects for introduction of MS requirements into Part-21. Opinion for MS rules is scheduled for 2017/Q1 and Decision for AMC/GM 2018/Q1. The implementation of LOI is supported by a number of pilot projects to test the LOI concept and develop AMC/GM material.					
Synchronised implementation of LOI and SMS is expected in 2017/2018, depending on a transitional period to be decided.					
Task RMT.0251 (MDM.055) addresses the introduction of safety management principles in the area of maintenance organisations, continuing airworthiness management organisations and maintenance training organisations (Regulation (EU) No. 1321/2014 - "Part-M", "Part-145", "Part-66" and "Part-147"). This task resulted in the publication of two distinct NPAs: NPA 2013-01, published in January 2013 to cover Part-M and Part-145 and NPA 2013-19, published in October 2013 to cover Part-66 (very limited changes) and Part-147. The content of these 2 NPAs was aligned with the authority and organisation requirements adopted for aircrew (Reg. 290/2012) and air operations (Reg. 965/2012) "organisation requirements / management system", and additionally proposed a fatigue risk management scheme for Part-145 (at AMC level).Task RMT.0251 (MDM.055) has been postponed and the Opinion is now expected in the second half of 2016.	Started	FS.1.2	More than one year late	Rulemaking delayed	NPA 2013-01 NPA 2013-19
This change is due to the following reasons: • a decision taken by the Agency's Executive Director and the EASA Management Board, to consider the overload of the EU aviation regulatory system and the economic downturn, calling for a breathing space in order to allow for consolidation of the existing regulatory framework, to facilitate introduction of new key technologies and systems, and to focus on proportionality and suitability of regulations ('better regulation'). • the need to evaluate the feedback received to the 2 NPAs described above in order to decide what should be the way-forward to be proposed by the Agency, in particular in relation to the type of organisations and sectors affected by the proposed changes, the depth of change of the regulatory structure required to achieve compliance with ICAO requirements and the need to mandate SSPs/Safety Plans for the Member States.					
Once the Agency decides on a proposed way-forward, appropriate involvement of Industry and NAAs will take place in order to develop the up-coming deliverables. With an Opinion expected to be published in 2016, the amending Regulation would tentatively be adopted in the second half of 2017.					

EASp Status Report 2014

Systemic Issues						
No.	Issue	Actions	Owner	Date	Type	Deliverable (Measure)
SYS1.4	Incorporation of SSP in all domains of aviation.	Incorporate SSPs and enablers in the requirements on Competent Authorities in ATM/ANS.	EASA & EC	2014	R (ATM.004(a) and (b)) (RMT.0157 and .0158)	Opinion/Decision
SYS1.6	Safety Management promotion and information.	Organise a workshop with MS to share experience on national implementation of the Authority and Organisation requirements.	EASA	2013 2014	SP	Workshop
SYS1.7	SSPs are not consistently available in Europe.	Member States to give priority to the work on SSPs.	MS	2014	SP	SSP established
2. Working with States to foster the implementation of SMS in the industry						
SYS2.2a	Incorporation of SMS in all domains of aviation.	Incorporate SMS and enablers in IR for initial airworthiness (enablers are supporting tools like system safety analysis, occurrence reporting and human factors).	EASA	2017	R (MDM.060) (RMT.0262)	Opinion/Decision

Implementation					
Update	Status	Lead	According to PLAN?	Reasons for deviation	Deliverable(s)
<p>Opinion 03-2014 has been issued on 16 December 2014. This Opinion includes the final outcome of the rulemaking tasks RMT.0148 (ATM.001(A)), RMT.0157(ATM.004(A)), RMT.0473 and RMT.0469. These rule development activities resulted, as intermediate steps, in the publication of Commission Implementing Regulations (EU) Nos 1034/2011 on safety oversight in air traffic management and air navigation services, and 1035/2011 laying down common requirements for the provision of air navigation services, as well as in the Notices of Proposed Amendment (NPAs) 2013-08, 2014-07 and 2014-13 and associated CRDs.</p> <p>The Opinion proposes the necessary unification of the authority and organisation requirements, fully compliant with ICAO Annex 19.</p>	Completed	FS.4	On-schedule	No deviation	Commission Implementing Regulation No 1034/ 2011 Opinion 03-2014
<p>A conference was held in 13 December 2012 focusing on continuing airworthiness (MDM.055) to present the main elements of the NPA 2013-01. Some of the MS mandated SMS already in the area of maintenance and this was a good opportunity to get feedback and to explain the NPA, which builds upon the first extension rule material.</p> <p>In addition a workshop was organised in the ops domain to clarify questions related to implementation.</p>	Completed	SM.2	On-schedule	No deviation	Conference: SMS in Part-M and Part-145
<p>In 2013 a survey was launched based on the phased approach proposed in the ICAO SSM (Edition 3). 16 States responded to the survey. In 2014, the survey was re-opened and 3 additional responses have been received. Detailed results are available in a separate Annex (Annex C). The survey will be updated regularly by States as they make progress with SSP implementation.</p>	19 responses received	MS	Continuous action	SSP Phase implementation survey. 16 responses have been received	Published SSPs and Safety Plans Annex C - EASp implementation in the States
<p>MDM.060 project for initial airworthiness (Commission Regulation (EC) No.748/2012) will focus on introduction of safety management principles into "Part-21" (Annex to Regulation 748/2012). MDM.060 project combines four rulemaking tasks on two subjects: Level of Involvement (LOI) of the Agency in product certification (RMT.0262 (IR) + RMT.0611(AMC/GM)) and Safety Management System (SMS) for Design and Manufacturing organisations (RMT.0550 (IR + AMC/GM)). The MDM.060 project will introduce SMS requirements for Design and Manufacturing organisations. Common ToR for MDM.060 project have been published, together with a concept paper, on EASA website on 27/08/ 2013 .</p> <p>The SMS part of the project has started with preparation of the pilot projects concept for introduction of SMS into Part-21. Opinion for SMS rules is scheduled for 2017/Q1 and Decision for AMC/GM 2018/Q1.</p>	Started	CT.7	Less than one year late	Task delayed one year	ToR and Concept Paper MDM.060

EASp Status Report 2014

Systemic Issues						
No.	Issue	Actions	Owner	Date	Type	Deliverable (Measure)
SYS2.2b	Incorporation of SMS in all domains of aviation.	Incorporate SMS and enablers in IR for continuing airworthiness (enablers are supporting tools like system safety analysis, occurrence reporting and human factors).	EASA	2014	R (MDM.055) (RMT.0251)	Opinion/Decision
SYS2.4	Incorporation of SMS in all domains of aviation.	Align requirements with other domains and incorporate enablers in part OR for ANSP.	EASA & EC	2013	R (ATM.001(a) and (b)) (RMT.0148 and .0148)	Opinion/Decision
SYS2.7	Promotion of SMS.	Encourage implementation of promotion material developed by ESSI Teams (ECAST, EHEST and EGAST) and SMICG .	MS	continuous	SP	Best Practice published by MS

Implementation					
Update	Status	Lead	According to PLAN?	Reasons for deviation	Deliverable(s)
<p>Task RMT.0251 (MDM.055) addresses the introduction of safety management principles in the area of maintenance organisations, continuing airworthiness management organisations and maintenance training organisations (Regulation (EU) No. 1321/2014 - "Part-M", "Part-145", "Part-66" and "Part-147"). This task resulted in the publication of two distinct NPAs: NPA 2013-01, published in January 2013 to cover Part-M and Part-145 and NPA 2013-19, published in October 2013 to cover Part-66 (very limited changes) and Part-147. The content of these 2 NPAs was aligned with the authority and organisation requirements adopted for aircrew (Reg. 290/2012) and air operations (Reg. 965/2012) "organisation requirements / management system", and additionally proposed a fatigue risk management scheme for Part-145 (at AMC level). Task RMT.0251 (MDM.055) has been postponed and the Opinion is now expected in the second half of 2016.</p> <p>This change is due to the following reasons:</p> <ul style="list-style-type: none"> a decision taken by the Agency's Executive Director and the EASA Management Board, to consider the overload of the EU aviation regulatory system and the economic downturn, calling for a breathing space in order to allow for consolidation of the existing regulatory framework, to facilitate introduction of new key technologies and systems, and to focus on proportionality and suitability of regulations ('better regulation'). the need to evaluate the feedback received to the 2 NPAs described above in order to decide what should be the way-forward to be proposed by the Agency, in particular in relation to the type of organisations and sectors affected by the proposed changes, the depth of change of the regulatory structure required to achieve compliance with ICAO requirements and the need to mandate SSPs/Safety Plans for the Member States. <p>Once the Agency decides on a proposed way-forward, appropriate involvement of Industry and NAAs will take place in order to develop the up-coming deliverables. With an Opinion expected to be published in 2016, the amending Regulation would tentatively be adopted in the second half of 2017.</p>	Advanced	FS.1.2	More than one year late	No deviation	NPA 2013-01 NPA 2013-19
<p>Opinion 03-2014 has been issued on 16 December 2014. This Opinion includes the final outcome of the rulemaking tasks RMT.0148 (ATM.001(A)), RMT.0157(ATM.004(A)), RMT.0473 and RMT.0469. These rule development activities resulted, as intermediate steps, in the publication of Commission Implementing Regulations (EU) Nos 1034/2011 on safety oversight in air traffic management and air navigation services, and 1035/2011 laying down common requirements for the provision of air navigation services, as well as in the Notices of Proposed Amendment (NPAs) 2013-08, 2014-07 and 2014-13 and associated CRDs.</p> <p>The Opinion proposes the necessary unification of the authority and organisation requirements, fully compliant with ICAO Annex 19.</p>	Completed	FS.4	On-schedule	No deviation	Commission Implementing Regulation No 1035/ 2011 Opinion 03-2014
<p>16 States have already established a link to the ESSI material on the CAA's website. 14 States have distributed or discuss ESSI material with the industry. This has been done in various forms like consultative meetings with representatives from various domains, dedicated safety symposiums and other industry safety events, including specific actions in national safety plans, publishing informative notes or via electronic distribution to the industry, direct communication during oversight audits and using the material to organise SMS courses.</p> <p>7 States are actively promoting the material developed by EHEST and 3 more promote EGAST material too. ESSI material has been translated to French and Spanish. The ARMS methodology (endorsed by ECAST) is being used and promoted in IR and LU.</p> <p>10 States are also actively promoting SMICG products. 7 States (+ EASA) participate in the developing the products.</p>	21 responses received	MS	Continuous action	Status request sent to 41 focal points. 21 responses have been received	Annex B - EASp implementation in the States 2014

EASp Status Report 2014

Systemic Issues						
No.	Issue	Actions	Owner	Dates	Type	Deliverable (Measure)
SYS2.8	Promotion of SMS.	Develop and promote SMS guidance and best practices for ATM.	ECTRL (DNM/COO/N OM/SAF)	2011-2014 cont.	SP	Best Practice
SYS2.9	Promotion of SMS.	Support to ANSP SMS implementation; develop a structured approach to the identification of safety key risk areas and to gathering information on operational safety and SMS best practices from the industry; harmonise SMS approaches in FABS.	ECTRL (DNM/COO/N OM/SAF), MS and ANSP	2014 cont.	SP (ESP+)	Methodology & Training material
SYS2.10	SMS International cooperation.	Promote the common understanding of SMS principles and requirements in different countries, share lessons learned and encourage progress and harmonisation.	EASA and MS through SMICG	continuous	SP	SMICG Products

Implementation					
Update	Status	Lead	According to PLAN?	Reasons for deviation	Deliverable(s)
EUROCONTROL Generic Safety Management Manual (EGSMM) is in Edition 2.0. A full range of guidance on various SMS procedures complements the manual (such as on Safety Surveys, ATM Occurrence Investigation, Safety records, Safety Assessments etc). The promotion is being done through ES2 (Experience Sharing to Enhance SMS) – see SYS2.9.	Advanced	ECTRL	Continuous action	Extension of deadline to continue work. Continuous action.	EUROCONTROL Generic Safety Management Manual (EGSMM)
<p>The first ES2 workshop for 2014, "FAB Safety" was hosted by ENAV in Rome on 22-23 May. The second ES2 workshop, "Safety Human Performance Conference" was held in Lisbon on 24-26 September and saw the release of a White Paper and Learning Cards, "Systems Thinking for Safety: Ten Principles, Moving Towards SafetyII". The materials were also incorporated in a new "Systems Thinking for Safety" Toolkit added to SKYbrary (see below). The final ES2 workshop of the year on Just Culture with feature inputs from prosecutors was hosted by LVNL in Amsterdam in November 2014. An ANSP CEO's conference will be held in 2015 which will focus on the challenge to ANSPs to balance the competing demands of the various SES RP2 targets and KPIs.</p> <p>SKYbrary is the main platform to share the safety knowledge with industry. Further developments and maintenance of various portals are ongoing. SKYbrary is also supported this year's EUROCONTROL/FSF/ERA Safety Forum (June 10 -11) on Airborne Conflict and was used to disseminate the outcomes/results to the aviation industry.</p>	Advanced	ECTRL	Continuous action	Extension of deadline to continue work. Continuous action.	ES2 - Experience Sharing Enhanced SMS
<p>The Safety Management International Collaboration Group (SM ICG) was founded by the FAA, EASA and TCCA and is a joint cooperation between many regulatory authorities for the purpose of promoting a common understanding of safety management principles and requirements and facilitating their implementation across the international aviation community. EASA and 7 MS continue to support the SMICG. The chair rotates among TCCA, FAA and EASA.</p> <p>The products of the group are available on Skybrary. They include a pamphlet with basic principles, an SMS effectiveness assessment tool, a practical guide for senior managers, guidelines for service providers on how to measure safety performance, risk based decision making principles, a common set of safety management related terms or an introduction to a hazard taxonomy that contains examples of specific aviation sector hazards.</p> <p>In 2014 the SMICG has published a practical guide for frontline managers, an SSP Assessment Tool and guidance for the regulators on how to measure safety performance.</p> <p>The group has been considerably expanded and includes 16 authorities across the world (13 members and 3 observers)</p>	Advanced	MS	Continuous action	No deviation	SMICG Skybrary link

EASp Status Report 2014

Systemic Issues						
No.	Issue	Actions	Owner	Dates	Type	Deliverable (Measure)
3. Safety Management Enablers						
<i>Sharing safety information</i>						
SYS3.2	Comparable risk classification of events across the industry.	Propose a common framework for the risk classification of events in aviation based on existing work. Develop European Risk Classification Scheme as mandated by Regulation (EC) 376/2014	NoA & MS	2014	SP	Study Report
<i>Development of SPIs with associated data stream</i>						
SYS3.6	Continuous monitoring of ATM safety performance.	Develop and populate safety indicators to measure performance on ATM and disseminate general-public information of the ANSPs performance through routine publication of achieved safety levels and trends.	EASA ECTRL MS ANSPs SRC/SRU	2014 cont.	SP (ESP+)	Publication of SPIs and safety levels/trends
SYS3.7	All domains, except ATM, lack indicators and targets on key performance areas in order to achieve and maintain required safety levels.	Develop a roadmap for the introduction of a performance scheme explaining the context and problem definition, the objective, the options, an initial assessment of the impacts, and the consultations conducted.	EC	2015	SP	Study published
SYS3.9	Understanding of European wide operational issues.	The NoA will perform an analysis of the operational issues in the Safety Plan from the National Databases in the EASA Members States. This will be combined with any additional information found in the ECR .	NoA	continuous	SP	Report will be provided for each operational area

Implementation							
Update	Status	Lead	According to PLAN?	Reasons for deviation	Deliverable(s)		
This task has now been formalised in Regulation (EU) 376/2014, which mandates the development of the Common European Risk Classification Scheme by 2017. The TORs for the development group has been approved and the membership will shortly be agreed between EASA and the EC. The work will commence in 2015 and will be completed by 2016 so that the scheme can be captured in an Implementing Regulation to Regulation (EU) 376/2014.			Started	SM.1	More than one year late	Timeline adjusted to fit with new regulation (Reg 376/2014)	
On-going process of the Annual Summary Template (AST) reporting mechanism provides the main inputs to the deliverables. The public available material is found in the SRC Annual Safety Reports, Performance Review (PRB/PRR) and EASA (ASR-ATM Chapter) reports. For the purpose of developing the next PRB report, the AST data are being used for comparison and validation with data from the European Central Repository (ECR) and EASA data, to allow for enhancement of quality of data and reporting in Performance Monitoring. In addition, for the Safety KPI monitoring of the application of the RAT methodology for occurrence categories SMIs, RIs and ATM Specific (technical) Occurrences, the AST reporting mechanism is the main vehicle. The cooperation as mentioned and the validation of RAT application by Member States through the AST reporting remains for the upcoming Reference Period (RP2 2015-2019) and will remain under review with PRB and other partners. The EUROCONTROL Voluntary ATM Incident Reporting (EVAIR) function also provides valuable and alternative insight and data on ATC operations. Two EVAIR Safety Bulletins were issued in 2014 and another is in production.			Advanced	ECTRL	Continuous action	Extension of deadline to continue work. Continuous action.	EASA Annual Safety Review European ANS Performance Review EVAIR
The Commission has launched a study to examine the possibility to introduce a safety Performance Scheme to all aviation domains as well the establishment of a performance based approach to aviation safety regulation to compete the prescriptive approach. The study will examine how this could be done using the lessons learned from the ATM scheme and taking into consideration the differing characteristics of the other domains whilst ensuring, where possible, a total system approach. It will also examine the issues to be overcome if the Commission decides to proceed, and assess the costs and potential benefits of any proposed solutions. The study will be published at the beginning of 2015 (an interim report has been issued). The results of this study will be taken into account in the context of the Impact Assessment preparing the revision of Regulation No 216/2008.			Advanced	EC	On-schedule	No deviation	
Following the publication of Regulation (EU)376/2014 the role of the Network of Analysts has now be formalised in Regulation. In addition, the Regulation formalises the requirement for both EASA MS and the Agency to analyse safety data to enable the timely identification of risks and issues. This is now being developed into a new European Safety Analysis Strategy that will be implemented in 2015 to continue the routine analysis and identification of safety risks.			Advanced	SM.1	Continuous action	No deviation	Annual Safety Review 2013

EASp Status Report 2014

Systemic Issues						
No.	Issue	Actions	Owner	Dates	Type	Deliverable (Measure)
SYS3.11	FDM programmes priorities do not consider operational issues identified at the European and national levels.	States should set up a regular dialogue with their national aircraft operators on flight data monitoring (FDM) programmes, with the above objectives.	MS	continuous	SP	Report on activities performed to promote FDM
SYS3.15	Lack of harmonised barriers models to support organisations in applying SMS.	Define a credible and well accepted safety model easily usable by various commercial aviation related actors for selected types of accidents.	EASA	2014	SP (Research)	Barrier models for various accident scenarios
SYS3.16 NEW	Lack of experience on FDM-based indicators.	EASA should assess further, together with Member States, the benefits of FDM-based indicators for addressing national safety priorities.	EAFDM	2015	SP	Report with the results of the assessment
SYS3.17 NEW	Lack of guidance on the oversight of FDM activities.	EASA should produce, together with Member States, best practice on the oversight of FDM programmes.	EAFDM	2015	SP	Best practice document

Implementation					
Update	Status	Lead	According to PLAN?	Reasons for deviation	Deliverable(s)
<p>FDM promotion activities:</p> <ul style="list-style-type: none"> • 10 States have organised meetings with aircraft operators to promote FDM in 2014 or 2013 or establish a regular dialogue with operators on the subject. • FDM promotion examples: FR is about to publish a guide to build a common understanding of events to be monitored and the best way to do it. SE has organised a flight safety seminar with AoC holders promoting FDM. Also the UK is promoting FDM in various forums and toward business aviation operators. • 9 States are working with their aircraft operators on defining FDM events relevant for preventing RE, MAC, CFIT and/or LOC-I and are using the guidance developed by EAFDM. FI has incorporated FDM precursors used by their operators into their SSP, while IR has created an action on the State Safety Plan to encourage the use of EAFDM documentation. One State (BE) requested its operators to identify FDM events to cover EASp priorities. SW has created a dedicated form to collect data based on the EAFDM document "developing standardised FDM-based indicators". • 4 States have tried projects of voluntary collection of data derived from FDM programmes. • 3 States plan to organise meetings with aircraft operators to promote FDM or to include a dedicated agenda item on their flight ops meetings. 	21 responses received	MS	Continuous action	Status request sent to 41 focal points. 21 responses have been received	Annex B - EASp implementation in the States 2014
<p>The ToR of a research project on safety modelling were completed in 2013 but the project was taken out of the research plan due to a 50 % budget cut. No tender has been launched so far due to the budget restrictions.</p> <p>Several barrier models have been published in the meantime by various States.</p>	Closed	SM.1	Not completed	Project not launched due to budgetary restrictions	UK CAA Bow-tie website
<p>An Action Plan was agreed in April for SYS3.16 (action on EASA) and SYS3.11 (continuous action on NAAs).</p> <p>This Action Plan includes:</p> <ul style="list-style-type: none"> • one action to be performed by all NAAs Members of EAFDM by end of 2014: check how many national aircraft operators have FDM events to monitor the areas described by the Standardised FDM-based indicators produced by EAFDM, and list every FDM event that monitor one area described by a Standardised FDM-based indicator, yet is different in its detection principle from the indicator (get a summary of the trigger logic for those FDM events if possible). • one action to be performed by the EAFDM group: check consistency of the standardised FDM-based indicators of EAFDM with the FDM precursors defined by the European Operators FDM forum (EOFD). <p>Based on the outcome of these actions (and on the optional testing of some standardised FDM-based indicators), it is planned to revise the EAFDM document on Standardised FDM-based indicators in 2015.</p>	Started	SM.1	On-schedule	No deviation	
<p>EAFDM is working on a guidance for NAAs on the oversight of FDM programmes. EAFDM plans to get this guidance document published in the first half of 2015.</p>	Started	SM.1	On-schedule	No deviation	

EASp Status Report 2014

Systemic Issues						
No.	Issue	Actions	Owner	Dates	Type	Deliverable (Measure)
4. Complexity of the system						
SYS4.1	Apportionment of safety budgets across aviation segments.	Develop a methodology based on EUROCAE ED-78A (as part of AMC for ATM systems).	EASA	2014	R, SP	Methodology
SYS4.4	Fragmentation of European skies.	Assess impact of SESAR in current rulemaking activities.	EASA, EC & ECTRL	2015	R	RP Update
SYS4.5	Increasing the number of design interfaces.	Evaluate the safety issues and identify mitigation means to the risk of outsourcing design of significant items.	EASA	2014	SP	Study completed
5. Competence of personnel						
SYS5.1	The demand for aviation professionals may exceed supply and aviation personnel have to cope with new procedures and increasingly complex technologies.	Evaluate new training methods such as Competency Based Training (CBT), Evidence Based Training (EBT) and distance learning, and adapt as necessary training standards and rules to ensure that the level of safety can only be positively affected. Priority will be given to the training of pilots but also of certifying staff involved in aircraft maintenance.	EASA	2014 2014-2019	R (RMT.0194 & .0195) (RMT.0599 & .0600)	Opinion/Decision
SYS5.3	Modernise training and competence provisions in ATM and ANS.	Develop provisions for air navigation service providers to ensure that their personnel are suitable and qualified for the tasks and that procedures are established in respect of their training and continuing competence.	EASA	2014 2016	R	Opinion/Decision

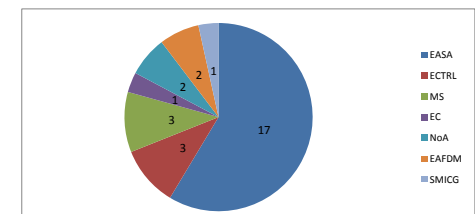
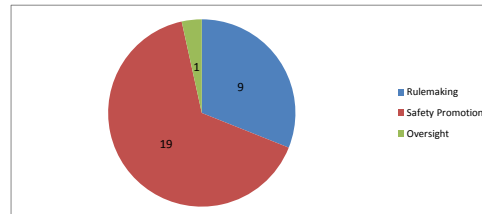
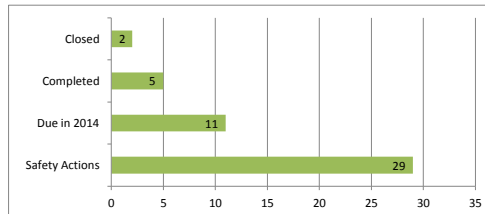
Implementation					
Update	Status	Lead	According to PLAN?	Reasons for deviation	Deliverable(s)
WG-91 have completed the initial task foreseen in the TOR and have delivered technical report ER.007 - Recommendations for revision of ED-78A. Further work on the amending ED-78A is dependent on the work currently being undertaken with respect to the safety assessment of changes, which is still on going. Any update of ED-78A should be driven by the industry if they see it as an advance to add them in compliance.	Completed	FS.4	On-schedule	No deviation	
Following the publication of Commission Regulation 716/2014 establishing the Pilot Common Project for the implementation of the ATM Master Plan, and a review of existing SES implementing regulations, a series of Agency rulemaking activities are scheduled to commence between 2015 and 2017. These rulemaking activities are intended to enable the implementation of the Pilot Common Projects and to simplify the application of the resulting regulatory provisions applicable to all stakeholders. The application of these revised provisions will enable the improvement of the European ATM network and its ease of implementation.	Completed	FS.4	On-schedule	No deviation	Revised Rulemaking Programme 2014-2017 - Annex III
Gathering of information was started to prepare the specifications of a study (e.g. GAO reports on delays on the F-35). Discussions were held to assess the feasibility of launching a research project. Finally no budget was available to execute the task, which is now cancelled.	Closed	CT.2	Not completed	Study not started. Budget not available.	
<p>For Flight Crew Licensing: Based on the agreed prioritisation of tasks it was decided to initiate task FCL.006 in 2014/Q4. The title of this task is: "Extension of competency-based training to all licences and ratings and extension of TEM principles to all licences and ratings". EASA opinion is planned to be published Q1 2017 and the AMC material Q1 2018. The task has been renumbered as RMT.0194, 0195 with no additional changes.</p> <p>Work will be started for maintenance training too.</p> <p>Review of the operational training requirements will be undertaken with RMT. 0599 - Review of ORO.FC. The review will include the following items:</p> <ul style="list-style-type: none"> - Evidence-based taking into account recent ICAO amendments. - Enhanced ATQP programme, to extend evidence-based and competence-based training to all training and checking performed in CAT operations with aeroplanes, including Part-SPA and licencing requirements - ATQP taking into account experience gained in CAT aeroplane operations and extension to CAT helicopter operations (for the latter former RMT.0386/0387) - Review of IR, AMC/GM relating to the operational restrictions to operate more than one type for commercial air transport with aeroplanes and helicopters (former RMT.302/303). - Development of additional AMC/GM for non-commercial and specialised operations. The text of new AMC and GM for NCC is already being developed. Internal consultation foreseen for 1Q 2015 and will be published with the NPA to RMT.0516 "Updating Air Ops Regulation" with the aim to have it available for the industry before August 2016. - Editorial and clarification corrections to AMC and GM to Subpart ORO.FC. based on the inputs from the industry and NAAs. <p>The task will be initiated in Q4 2015, the Opinion is planned for Q4 2018, the Decision for Q4 2019.</p>					
Several activities are envisaged as follows:					
1) NPA 2013-08 (published 10/05/2013) proposes training and competence requirements for Air Traffic Safety Electronic Personnel (ATSEPs) amending Commission Implementing Regulation No 1035/2011 on Organisation Requirements for Air Navigation Service Providers (timeframe: 2014)	Started	FS.4	On-schedule	No deviation	NPA 2013-08
2) Based on a study performed, the regulatory framework for other safety critical personnel groups could be further enhanced through the on-going Rulemaking tasks (timeframe: 2016)					
3) NPA 2012-18 (published 12/11/2012) has further developed and enhanced the ATCO (including trainers and assessors) competence scheme framework. The subject Opinion is foreseen to be issued by Q4/2013.					NPA 2012-18

EASp Status Report 2014

Systemic Issues						
No.	Issue	Actions	Owner	Dates	Type	Deliverable (Measure)
SYS5.8 NEW	Unavailability of adequate personnel in Competent Authorities.	EASA to support Competent Authorities: a.in defining the right competences needed to properly discharge their safety oversight responsibilities, and b.in providing training to their staff.	EASA	continuous	SP	Description of support activities
SYS5.9 NEW	Unavailability of adequate personnel in Competent Authorities.	Promote the concept of 'pooling' available expertise among NAAs in order to make subject matter experts available in a cost effective way, to those States that need resources.	EASA and MS	2015	SP	Report on the concept
SYS5.10 NEW	Unavailability of adequate personnel in Competent Authorities.	EASA Standardisation to monitor the availability of staff at the NAAs.	EASA	Annually	O	Standardisation Annual Report
SYS5.11 NEW	Reduce possible differences in training implementation among States.	A thematic workshop, with the involvement of the NAA and the industry is to be organized to promote the issues and orientations published in the Training Implementation Policy.	EASA	2014	SP	Workshop organised

Implementation					
Update	Status	Lead	According to PLAN?	Reasons for deviation	Deliverable(s)
Competence of Authorities' staff is still an issue that is detected across all domains and in almost all states visited for the purpose of standardisation. An effective solution should be identified. Regarding the definition of the needed competencies the issue is recognised and is being discussed at high level. Also the issue of the quality of the training should be considered as complaints have been received in respect of this. A new more comprehensive action, with involvement of all EASA, is under consideration to address this topic.	Started	FS.0	On-schedule	No deviation	
It could be observed that States are not making use of the pool of experts at the extent required. Reasons for that are unclear. A new more comprehensive action, with involvement of all EASA, is under consideration to address this topic.	Started	FS.0	On-schedule	No deviation	
Inspections conducted in 2014 indicate the persistence of this problem across several domains. Standardisation will continue to monitor, but a comprehensive solution is now being considered with the involvement of all EASA.	Started	FS.0	On-schedule	No deviation	
The follow-up of the Training Implementation Policy will be addressed in 2015 either through a workshop or in the form of a communication to the RAG/SSCC.	Not started	FS.3	Less than one year late	Workshop not organised in 2014	

SUMMARY



EASp Status Report 2014

Operational Issues						
No.	Issue	Actions	Owner	Dates	Type	Deliverable (Measure)
<i>Commercial Air Transport by Aeroplanes</i>						
1. Runway Excursions (RE)						
AER1.5	Include RE in national SSPs.	Runway excursions should be addressed by the MS on their SSPs in close cooperation with the aircraft operators, air traffic control, airport operators and pilot representatives. This will include as a minimum agreeing a set of actions and measuring their effectiveness.	MS	continuous	SP	SSP publication
AER1.8	Wind shear.	Develop regulations to require predictive wind shear warning systems in CAT operations.	EASA	2013-2016	R RMT.0369 and RMT.0370	Opinion
AER1.9	Runway excursions.	Member States should address the recommendations made by the EAPPRE via their SSPs in coordination with service providers and industry organisations.	MS	Per Plan	SP	Report on progress
AER1.10	Runway Excursions.	EASA should study possibilities for mitigating the risk of runway excursions through regulation, starting by evaluating the proposals made by the EAPPRE.	EASA	Per Plan	R	Report on progress

Implementation						
Update	Status	Lead	According to PLAN?	Reasons for deviation	Deliverable(s)	
<p>12 States are addressing RE at national level in the following ways: 6 States in Safety Plans, 5 States in SSPs and 1 States is measuring precursors and assessing the consequences. 4 States have plans to address the issue in the future.</p> <p>Various States are promoting FDM programmes that allow operators to identify risk areas and quantify safety margins</p> <p>The recommendations provided in EAPPRE are found a good way to mitigate the risk in the majority of States.</p> <p>More information can be found in Annex B - EASp implementation in the States 2014</p>	21 responses received	MS	Continuous action	Status request sent to 41 focal points. 21 responses have been received	Annex B - EASp implementation in the States 2014	
<p>RMT.0369, 0370 started in 2013/Q4. The current schedule is to publish an NPA in 3Q-2015 and the Opinion by the end of 2016 .</p> <p>The objective of this rulemaking proposal is to reduce the number of accidents and serious incidents caused by wind shear in commercial air transport operations of aeroplanes by establishing the regulatory conditions to install and use predictive on-board wind shear systems.</p>	Started	FS.2	On-schedule	No deviation	ToRs	
<p>EAPPRE is known by the majority of States. Work is underway to implement the recommendations contained in the EAPPRE.</p> <p>10 States have already included the EAPPRE recommendations as new action in their Safety Plans or SSPs. 5 States plan to incorporate the actions in future updates. EAPPRE recommendations are also being addressed through oversight activities like the aerodrome certification process or through SMS oversight.</p> <p>Various States will start measuring the effectiveness of the relevant measures as part of oversight activities through participation in LRST.</p> <p>More information can be found in Annex B - EASp implementation in the States 2014</p>	21 responses received	MS	Continuous action	Status request sent to 41 focal points. 21 responses have been received	Annex B - EASp implementation in the States 2014	
<p>The Agency has evaluated the proposals contained in the EAPPRE and, where appropriate, adjusted the regulatory material developed in the context of the relevant rulemaking tasks in the areas of ATM/ANS and aerodromes.</p> <p>In the aerodrome domain, these material (AMC, CS, GM) came into force on 06 March 2014, along with Regulation 139/2014. The Agency will address some of the identified aerodrome related issues (runway friction assessment and related training) through RMT .591, while others have already been presented to its consultative bodies which supported the Agency in developing further regulatory proposals.</p> <p>In the domain of ATM/ANS, some of these measures are already addressed with EASA Opinion No 11/2013, whereas other measures are considered in the Opinion issued in Q4 2014 and the associated AMC/GM that will be published once the Regulation is adopted by the Commission.</p>	Advanced	FS.4	On-schedule	No deviation	Regulation 139/2014	

EASp Status Report 2014

Operational Issues						
No.	Issue	Actions	Owner	Dates	Type	Deliverable (Measure)
AER1.11 NEW	Runway overrun during landing.	Mandating existing technology to be installed on large aeroplanes –newly designed or newly produced.	EASA	2017	R RMT .0047 RMT .0569 RMT .0570	Decision
2. Mid-air Collisions (MAC)						
AER2.1	Airspace infringement risk.	MS should implement actions of the European Action Plan for Airspace Infringement Risk Reduction.	MS	Per Plan	SP	SSP Publication
AER2.2	Ground-based ATM Safety Nets.	Develop high level specifications completed by guidance material for System Safety Defences (Short Term Conflict Alert, Approach Path Monitoring and Area Proximity Warning).	ECTRL, EASA	2014	R	Guidance material
AER2.3	Ground-based ATM Safety Nets.	Create an awareness campaign to promote and support, where appropriate, Europe-wide deployment of ground-based safety nets.	ECTRL	2014	SP	Leaflets, training modules

Implementation					
Update	Status	Lead	According to PLAN?	Reasons for deviation	Deliverable(s)
NPA 2013-09 was published in May 2013. Based on the analysis of past events, safety review reports, safety recommendations, and the recent development of on-board protective systems that can help to reduce the number of runway overruns at landing, this NPA proposes: → a draft Decision for amending CS-25 (RMT.0047 (25.027)) for the certification standards of Runway Overrun Awareness and Avoidance Systems (ROAAS) for new designs; and → a draft Opinion amending Part-26 (RMT.0569) and a draft Decision amending CS-26 (RMT.0570) for the mandatory installation of ROAAS into large aeroplanes produced after a certain date and operated by European commercial air transport operators. NPA is currently under review to take into consideration the comments from the public consultation and the outcome of a workshop held in October 2014.	Started	CT.7	On-schedule	No deviation	NPA 2013-09
EAPAIRR is already being implemented in 18 States. This is being done through publication of relevant action in SSPs, the publication of dedicated plans to address the risk or by including the recommendations in Safety Plans. 2 States plan to implement the EAPAIRR in the future. The EAPAIRR recommendations are being promoted via safety oversight inspections. Dedicated AI groups exists in SW and UK. More information can be found in Annex B - EASp implementation in the States 2014	21 responses received	MS	Continuous action	Status request sent to 41 focal points. 21 responses have been received	ESSIP Report 2012 Annex B - EASp implementation in the States 2014
The high level specifications complemented by comprehensive guidance material are completed. The SPIN (Safety nets Performance Improvement Network) Sub-Group that developed the documentation now meets twice per year to maintain and where necessary complement the documentation. A European action paper for ICAO AN-Conf/12 has resulted in a recommendation to promulgate relevant parts of the available documentation into an ICAO Manual for Safety Nets. ICAO Airborne Surveillance Task Force (ASTAF) tasked to develop ICAO Manual for Ground-based Safety Nets ICAO Airborne Surveillance Task Force (ASTAF) has been tasked to develop ICAO Manual for Ground-based Safety Nets and the work commenced in June 2014. The Manual will be based on the previously developed SPIN guidance material. Contributions from SPIN will be required during the Manual development process.	Advanced	ECTRL	More than one year late	Extension of deadline to continue work	Ground-based Safety Nets website
The following general awareness creation resources are available: • A dedicated safety nets web site: http://www.eurocontrol.int/safety-nets • The NETALERT newsletter that is published three times per year: http://www.skybrary.aero/index.php/NetAlert_Newsletter - EUROCONTROL • The SPIN (Safety nets Performance Improvement Network) Sub-Group that meets twice per year The following dedicated awareness creation resources are made available on request: • Safety nets seminars tailored to the needs of specific ANSPs or FABs (so far nine seminars were conducted, and a recent survey indicated a demand for seven additional seminars) • Independent safety nets performance assessments and optimisation assistance (so far provided to ten ANSPs, and a recent survey indicated interest from nine additional ANSPs) • An application, PolyGen (Polygon Generator), which allows MSAW surfaces to be defined more accurately and with less effort using digital terrain data as an input	Advanced	ECTRL	More than one year late	Extension of deadline to continue work	Ground-based Safety Nets website

EASp Status Report 2014

Operational Issues						
No.	Issue	Actions	Owner	Dates	Type	Deliverable (Measure)
AER2.4	Airborne ATM Safety Nets.	Prepare studies to further evolve airborne safety nets. These studies will collect information on the current performance of safety nets and forecast their performance for possible future operational environment, as well as assessing the performance implications of envisaged changes to the safety nets. Prepare studies to further evolve airborne safety nets. These studies will collect information on the current performance of safety nets and forecast their performance for possible future operational environment, as well as assessing the performance implications of envisaged changes to the safety nets. Create an awareness campaign to promote and support correct and safe operations of airborne-based safety nets.	ECTRL	2014	SP	Study report published Leaflets, training modules
AER2.6	European ATM requirements.	Requirements on Competent Authorities in ATM/ANS.	EASA & EC	2012 2015	R (ATM.004) (RMT.0156)	Opinion/ Decision
AER2.7	European ATM requirements.	Requirements for ATM/ANS systems and constituents and ADR equipment: Future rulemaking task on ATM/ANS systems and constituents.	EASA & EC	2012-2015 2014 and beyond	R (ATM.005 a) and b) (RMT.0161 and RMT.0162)	Opinion/ Decision
AER2.8	Include MAC in national SSPs.	Mid-air collisions shall be addressed by the MS on their SSPs. This will include as a minimum agreeing a set of actions and measuring their effectiveness.	MS	continuous	SP	SSP Publication
AER2.10	Loss of separation/Airprox.	Develop a set of actions to mitigate MAC and processes to measure their effectiveness for use by the MS in their SSPs.	NoA	2014	SP	Report by NoA with actions and processed

Implementation						
Update	Status	Lead	According to PLAN?	Reasons for deviation	Deliverable(s)	
PASS project completed The following general awareness creation resources are available: • A dedicated safety nets web site: http://www.eurocontrol.int/acas • The ACAS II Bulletin newsletter published few times per year: www.skybrary.aero/index.php/ACAS_Bulletin_-_EUROCONTROL • Various training presentations and publications	Advanced	ECTRL	More than one year late	Extension of deadline to continue work	PASS Project	
The Opinion has been issued in December 2014. This Opinion includes the final outcome of the rulemaking tasks RMT.0148 (ATM.001(A)), RMT.0157(ATM.004(A)), RMT.0473 and RMT.0469. These rule development activities resulted, as intermediate steps, in the publication of Commission Implementing Regulations (EU) Nos 1034/2011 on safety oversight in air traffic management and air navigation services, and 1035/2011 laying down common requirements for the provision of air navigation services, as well as in the Notices of Proposed Amendment (NPAs) 2013-08, 2014-07 and 2014-13 and associated CRDs. The Opinion proposes the necessary European requirements addressing the risks of mid-air collisions.	Completed	FS.4	On-schedule	No deviation	Commission Implementing Regulation No 1034/ 2011 NPA 2013-08	
Following the revision of the Rulemaking Programme 2014-2017 and the limitation of rulemaking task 0161 to aerodrome equipment only, the Agency is examining alternatives to address the issue, through the initiation of a future rulemaking task that will cover ATM/ANS systems and constituents.	Not started	FS.4	On-schedule	Possible future rulemaking task		
The majority of States are addressing MAC at national level. Some examples: 4 States include specific actions in Safety Plans, 4 in SSPs. One State has set up a specific action plan to prevent MAC. The use of ground based safety nets plays a key role in managing the risk (e.g. STCA, APW). Other States focus on specific contributing factors like prolonged loss of communication or an increase in the number of ATCOs. One State encourages service providers to evaluate risk factors and then monitors compliance through oversight activities. One State agreed the set of action taken to reduce AI and MAC. 3 States have plans to address the issue in the future. More information can be found in Annex B - EASp implementation in the States 2014.	21 responses received	MS	Continuous action	Status request sent to 41 focal points. 21 responses have been received	Annex B - EASp implementation in the States 2014	
The work has been on hold pending a total revision of the ECCAIRS Event Types Taxonomy, which is needed to enable the classification of human and organisational factors surrounding safety occurrences. This will be implemented in January 2015 and will enable the analysis work to restart in Q2 of 2015.	Started	SM.1	Less than one year late	Revision of the ECCAIRS Event Types Taxonomy		

EASp Status Report 2014

Operational Issues						
No.	Issue	Actions	Owner	Dates	Type	Deliverable (Measure)
3. Controlled Flight Into Terrain (CFIT)						
AER3.4	Include CFIT in national SSPs.	Controlled flight into terrain shall be addressed by the MS on their SSPs. This will include as a minimum agreeing a set of actions and measuring their effectiveness.	MS	continuous	SP	SSP Publication
AER3.6	Certain turbine powered aircraft are not equipped with TAWS.	Make TAWS equipment mandatory for aircraft of less than 5700 kgs MTOM able to carry 6 to 9 passengers.	EASA	2013-2016	R (RMT.0371 & .0372)	Decision
4. Loss of Control in Flight (LOC-I)						
AER4.2	Protection of aircraft and engines in icing conditions.	Upgrade the existing CS-25 and CS-E certification specifications to ensure that Large Aeroplanes and engines safely operate in icing conditions including Super cooled Large Drop (freezing drizzle, freezing rain), mixed phase and ice crystal.	EASA	2012-2014	R (25.058) RMT.0058 RMT.0179	Decision
AER4.6	Include LOC-I in national SSPs.	Loss of control in flight shall be addressed by the MS on their SSPs. This will include as a minimum agreeing a set of actions and measuring their effectiveness.	MS	continuous	SP	SSP Publication

Implementation						
Update	Status	Lead	According to PLAN?	Reasons for deviation	Deliverable(s)	
12 States are taking measures to address CFIT at national level. 4 States identify these in Safety Plans, 4 States in SSPs. 2 States are measuring precursors and establishing mitigating measures on a case-by-case basis. Two States mitigate the risk through oversight activities. One State has been following and supporting the ALAR (Approach and Landing Accidents Reduction) at the operators lever. ALAR is addressing CFIT, LOC, landing overrun, Runway excursion and Unestablished approach as the most common types of Approach and landing Accidents.	21 responses received	MS	Continuous action	Status request sent to 41 focal points. 21 responses have been received	Annex B - EASp implementation in the States 2014	
In the majority of cases States have established safety performance indicators. One State is assessing how the collection of FdM GPWS data and MSAW data (triggered using radar data) -at the national level- may lead to relevant safety indicators. In one State all the operators monthly report o the NAA the n° of (E)GPWS warnings and n° of unstabilised approaches. As a means to mitigate the risk APV approaches are slowly being introduced in some States.						
More information can be found in Annex B - EASp implementation in the States 2014.						
RMT.0371, 0372 have been delayed by 9 months to be able to cope with the additional workload linked to the support to MS with the implementation of the new regulation. The timeline of the task is to have the NPA published during Q3 2015 and CRD/Opinion in Q3 2017.	Started	FS.2	Less than one year late	Task delayed by 9 months to be able to cope with the additional workload linked to the support to MS		
The specific objectives are: - The validation of the need for a regulatory requirement for TAWS to be installed in turbine powered aeroplanes of less than 5700kg maximum take-off weight and with a MOPSC of more than five, - The improvement of the TAWS efficiency in reducing CFIT.						
CS-25: New rule proposed under NPA 2011-03 (March 2011); responses to comments and updated rule text provided in CRD 2011-03 (Nov 2012). Acceptable Means of Compliance were proposed under NPA 2012-22 (Nov 2012); responses to comments and updated AMC text finalised April 2014 (draft CRD 2012-22).	Completed	CT.7	On-schedule	ED publication will take place early 2015	NPA 2011-03 NPA 2011-04 NPA 2012-22 NPA 2012-23	
CS-E: New rule proposed under NPA 2011-04 (March 2011); responses to comments and updated rule text provided in CRD 2011-04 (Dec 2012). Acceptable Means of Compliance were proposed under NPA 2012-23 (Dec 2012); responses to comments and updated AMC text finalised March 2014 (draft CRD 2012-23).					CRD 2011-03 CRD 2011-04	
Next step: publication of CRD 2012-22 and CRD 2012-23 along with 2 ED Decisions amending CS-25 and CS-E (new rules+AMCs). This was envisaged 02Q2014. However, the working method is cooperation with FAA and, in order to harmonise as much as possible the final texts, it is suitable to wait until the FAA final rule and ACs are released. The FAA rule is under scrutinisation outside FAA and the publication is not expected before the summer (most probably between July and August). EASA publication would then follow end of the summer/autumn 2014.						
The 2 CRDs and 2 ED Decisions have been prepared, however the effective publication will happen only early 2015.						
16 States are taking measures to address LOC-I at national level. 6 States identify these in Safety Plans, 4 States in SSPs. One State includes several items related to LOC-I in the SSP including a leaflet related to stall recovery.	21 responses received	MS	Continuous action	Status request sent to 41 focal points. 21 responses have been received	Annex B - EASp implementation in the States 2014	
In the majority of cases States have established safety performance indicators. One State has also established targets for all aviation stakeholders. The achievement of this targets is monitored during the oversight process. In one State aircraft operators will start measuring, the margin to stall events and inappropriate take-off configurations. In one State aircraft operators are required to use FdM are monitoring at least their stick-shaker /alpha floor events, overspeeds, unusual aircraft attitudes.						

EASp Status Report 2014

Operational Issues						
No.	Issue	Actions	Owner	Dates	Type	Deliverable (Measure)
AER4.11	Unclear maintenance responsibilities.	Review and update CAMO and Part-145 responsibilities.	EASA	2012-2014 2017	R RMT.0217	Opinion & Decision
AER4.12	Erroneous weight or centre of gravity.	Study the feasibility of proposing an amendment to certification specifications for Large Aeroplanes (CS-25) to require that the aeroplane is equipped with a weight and centre of gravity measuring system.	EASA	2017	R (RMT.0116)	Feasibility study + Industry Standard
AER4.13	Erroneous weight or centre of gravity.	Perform a survey of approval processes for the use of the Electronic Flight bag (EFB) with a focus on applications for performance calculations including weight and balance and identify best practices.	EASA	2014	SP (Research)	Research project report
AER4.14	Ground contamination of aircraft surfaces.	Study the feasibility of proposing an amendment to CS-25 to require applicants to perform an assessment of the effect of on-ground contamination of aircraft aerodynamic surfaces on take-off performance and on aircraft manoeuvrability and controllability.	EASA	2015	R (RMT.0118)	Feasibility study
AER4.16 NEW	Flight crew are not adequately trained to respond to loss of control.	Develop regulations which ensure that initial and recurrent pilot training and checking is adequate to provide a pilot with the knowledge, skills and attitude to be competent in preventing and, if necessary, recovering from a loss of control in flight situation.	EASA	2016	R RMT.0581	Opinion/Decision

Implementation					
Update	Status	Lead	According to PLAN?	Reasons for deviation	Deliverable(s)
The specific objective of this rulemaking task is to mitigate the risks linked to a faulty assessment and coordination of the responsibilities of CAMOs and Part-145 organisations, especially in complex, multi-tier and subcontract maintenance. NPA 2014-27 was published on 2nd December 2014 and a workshop explaining its content (with approximately 150 participants) was performed on 4th December 2014. Opinion is expected in 2017.	Started	FS.1	On-schedule	No deviation	NPA 2014-27
EUROCAE WG-88 feasibility study report, approved in April 2013, recommended going forward with the drafting of a standard for on-board Weight and Balance Systems. Two years of work are estimated for developing such a standard. Afterwards the EASA rulemaking task would start based on this new standard. The regulatory scope will be determined during the rulemaking task, especially aspects related to requirements toward existing A/C types. The EUROCAE Working Group activity should last until end 2015 based on estimation at the start of the work. Then the MOPS should be released by end 2016. In the revised RMP 2014-2017, RMT.0116 is planned to start in 2017 and finish in 2019.	Started	CT.7/CT.1	On-schedule	Feasibility phase will end in 2016. Afterwards rulemaking will start.	
The research project "EFB (mass and balance – T/O and LDG performance calculation)" was proposed / requested by C.2.14 - Experts Department - Special OPS Evaluations Section and approved by the ISC in September 2012 as one project of the 2013 Research Plan. A call for tender was launched in 2013 but none of the 2 received proposals met the criteria sufficiently. In a 2nd call for tender a contract has been signed with NLR in 2014 and the project is expected to finish in mid 2015.	Started	SM.1	Less than one year late	No successful proposal received. Tender re-launched.	
Task programmed to start in 2015 and finish in 2017.	Not started	CT.7	More than one year late	No deviation	
Four rulemaking meetings have been held as of October 2014. One more is planned for November 2014. The group is basing its work on the recently published amendments to ICAO Annex 1 and 6 containing SARPS related to upset prevention and recovery training (UPRT), and associated ICAO UPRT guidance materials, such as ICAO Doc. 10011 on UPRT. The group has decided that on-aeroplane UPRT, including so-called all-bank-angle training, should be mandated at CPL/MPL level, consequently they are developing relevant AMC/GM. In addition the group is continuing their deliberations on whether there is a need to modify or develop FSTDs to enable training outside the normal flight envelope in relation to initial type rating and recurrent training. It should be highlighted that the FAA is already requiring FSTD training outside the envelope due to a directive from congress, and may necessitate the Agency to require the same in the interest of regulatory harmonisation with the FAA. In parallel, the Agency and the Commission are already in the process to amend the Aircrew regulation, as a result of the ICAO state letters, by including rules for UPRT at CPL/MPL and initial multi-pilot aeroplanes (MPA) type ratings with a mandatory transition period of 3 years to enable stakeholders to prepare for the new requirements. The EASA Committee voted on this amendment package in October 2014.	Started	FS.3	On-schedule	No deviation	ToR and concept paper

EASp Status Report 2014

Operational Issues						
No.	Issue	Actions	Owner	Dates	Type	Deliverable (Measure)
5. Runway Incursions (RI)						
AER5.1	Runway safety.	MS should audit their aerodromes to ensure that a local runway safety team is in place and is effective. Member States will report on the progress and effectiveness.	MS	continuous	O	Audit plan included in SSPs Progress Report
AER5.2	Runway incursions.	MS should implement actions suggested by the European Action Plan for the Prevention of Runway Incursions.	MS	Per Plan	SP	SSP Publication
AER5.4	Include RI in national SSPs.	Runway incursions should be addressed by the MS on their SSPs. This will include as a minimum agreeing a set of actions and measuring their effectiveness.	MS	continuous	SP	SSP Publication

Implementation						
Update	Status	Lead	According to PLAN?	Reasons for deviation	Deliverable(s)	
<p>LRST have been set up at the certified aerodromes in 17 States. 10 States verify their effectiveness on a regular basis. One State does not formally monitor effectiveness, but examines it through the oversight of the incident management process of the airport as well as of the ANSP. One State monitors the effectiveness of LRST via Annual Safety Oversight Plan and also via the trend of the occurrences related to runway safety (mainly runway incursions and runway excursions). In various cases States are active members of LRST in order to provide regulatory support and monitor effectiveness.</p> <p>More information can be found in Annex B - EASp implementation in the States 2014.</p>	21 responses received	MS	Continuous action	Status request sent to 41 focal points. 21 responses have been received	Annex B - EASp implementation in the States 2014	
<p>17 States reported to be implementing the recommendations of EAPPRI in order to mitigate the risk of RI. In various States EAPPRI implementation is part of the Safety Plan or SSP. In three States implementation of EAPPRI is planned to start in the future. In one States a dedicated SPI to measure the level of EAPPRI implementation has been created. In various cases all certified airports are required to implement EAPPRI and EAPPRE recommendations. LRST play a key roles in discussing and facilitating implementation.</p> <p>More information can be found in Annex B - EASp implementation in the States 2014.</p>	21 responses received	MS	Continuous action	Status request sent to 41 focal points. 21 responses have been received	Annex B - EASp implementation in the States 2014	
<p>17 States are taking measures to address RI at national level. 5 States identify these in Safety Plans, 7 States in SSPs. 4 States are measuring precursors and establishing mitigating measures through oversight activities. In addition to the measures adopted by the Runway Safety Team, at least two States have established a Runway Action Group. One State has indicated RIs as Safety Performance Indicator and has established a safety target.</p> <p>In the majority of cases States have established safety performance indicators (e.g. Rate of RWY Incursions Class A/B/C). One State has also established targets for all aviation stakeholders. The achievement of this targets is monitored during the oversight process.</p> <p>More information can be found in Annex B - EASp implementation in the States 2014.</p>	21 responses received	MS	Continuous action	Status request sent to 41 focal points. 21 responses have been received	Annex B - EASp implementation in the States 2014	

EASp Status Report 2014

Operational Issues						
No.	Issue	Actions	Owner	Dates	Type	Deliverable (Measure)
6. Fire, smoke and fumes (FIRE)						
AER6.1 NEW	Uncontrolled fire, smoke or fumes on-board aircraft.	EASA to evaluate new opportunities to mitigate the risk of on-board fires.	EASA	2015	R, SP, O	Report on recommendations addressed
AER6.2 NEW	Uncontrolled fire, smoke or fumes on-board aircraft.	Safety Issue shall be addressed by the MS on their SSPs. This will include as a minimum agreeing a set of actions and measuring their effectiveness.	MS	continuous	SP	SSP Publication
AER6.3 NEW	Inadequate transport of lithium batteries on-board aircraft.	Develop industry best practice to outline mitigations to the risks associated with the carriage of Lithium batteries.	ECAST	2014	SP	Best Practice Manual

Implementation						
Update	Status	Lead	According to PLAN?	Reasons for deviation	Deliverable(s)	
<p>The activities of the Agency include the follow-up of recommendations from the RAeS SAFITA report, indirect participation on the ICAO Dangerous goods panel as well as several regulatory activities. The issues being dealt with are the protection of systems/equipment, mitigating measures for the fire hazard presented by lithium batteries and oxygen systems both in passenger and cargo aircraft, emergency response to fires as well as cabin air quality.</p> <p>Requirement to protect essential systems/equipment within Class E cargo compartments against fire have been introduced in CS-25 (CS 25.855(c)(2)) at Amdt 13). The need to also upgrade class D compartments to the standard provided for Class C or E in CS-25 for smoke detection and fire suppression was also examined. The conclusion was that no regulatory change was needed because of the decreasing risk and cost impact.</p> <p>An on-going task (RMT.0458) addresses the risk of oxygen fire hazards in gaseous oxygen systems. The NPA is being drafted (expected in mid 2016). In the frame of the regular update of CS-25 task RMT.0500 it has been proposed to harmonise with FAA on new security specifications on chemical oxygen generators. The CRD is being finalised and will be published in mid 2015.</p> <p>Lithium batteries: UN3090 lithium metal batteries (in bulk, when not in equipment or with equipment) have been banned by ICAO in passenger aircraft as for 1st of January 2015. As for the rest of the batteries (rest of metal and all the ion), the ICAO Dangerous Goods Panel are still studying amendments to the provisions.</p> <p>Cabin Air Quality: A research study (EASA.2014.OP.16) has been launched by EASA to implement a preliminary measurement campaign setting the scene for a large-scale measurement campaign on-board commercially operated large transport aeroplanes. The overall objective is to determine if there are any safety and/or potential long/short-term health risks resulting from the exposure to normal operating conditions cabin air contaminations and/or to cabin/cockpit air contamination events.</p>	Advanced	FS.2.2 CT.7.1	On-schedule	No deviation		
<p>11 States are taking measures to address uncontrolled fire, smoke or fumes on-board aircraft at national level. 4 States identify these in their Safety Plans. One State has included the item on its "2018 agenda". 3 States do not plan any activities related to this issue.</p> <p>One State monitors aircraft Fires, Smoke and Fume events, but are less able to analysis the root cause of the event, e.g. aircraft wiring, as this will become evident throughout the investigation. They also monitor events which occur in each phase of flight, which would include Taxi and anything that might endanger the aircraft whilst it is on its arrival / departure gate or remote stand.</p> <p>More information can be found in Annex B - EASp implementation in the States 2014.</p>	21 responses received	MS	Continuous action	Status request sent to 41 focal points. 21 responses have been received	Annex B - EASp implementation in the States 2014	
<p>ECAST has contributed to, and promotes, the IATA Lithium Battery Guidance Document, Edition 2, and promotes the RAeS SAFITA Report, Part 1 and Part 2.</p> <p>The RAeS presented SAFITA to an EASA pannel of experts on 26 May 2014.</p>	Completed	ECAST	On-schedule	No deviation	IATA Lithium Batteries Website and Guidance Documents RAeS SAFITA	

EASp Status Report 2014

Operational Issues						
No.	Issue	Actions	Owner	Dates	Type	Deliverable (Measure)
<i>Other types of operation</i>						
1. Helicopters						
HE1.1	Improve Helicopter Safety in Europe through risk awareness and safety promotion.	In cooperation with the IHST, promote safety by developing risk awareness and training material.	ESSI - EHEST	continuous	SP	Leaflets and training material
HE1.3	Further implement EHEST recommendations.	NAA's in partnership with industry representatives, to organise Helicopter Safety events annually or every two years. The EHEST materials could be freely used and promoted.	MS and Industry	continuous	SP	Number and frequency of events organised
HE1.5 NEW	Helicopter priority areas not identified in the EASp.	EASA to make a proposal to arrange the helicopter section of the EASp and seek an agreement with the Helicopter community.	EASA and EHEST	2014	SP	Working Paper with proposal
2. General Aviation						
GA1.1	Improve quality of General Aviation safety data.	Improve the collection and analysis in Europe of data on accidents involving light aircraft.	EGAST MS	continuous	SP	Report on light aircraft data contained in the ASR
GA1.2	Improve General Aviation Safety in Europe through risk awareness and safety promotion.	Contribute to improve risk awareness, sharing of good practices and safety promotion among the European general aviation community.	ESSI- EGAST	continuous	SP	Leaflets and training material

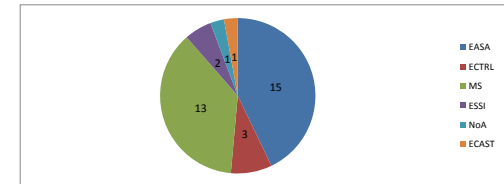
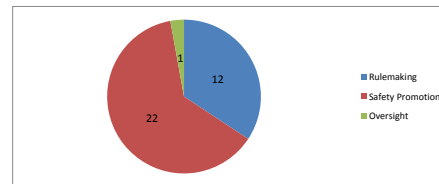
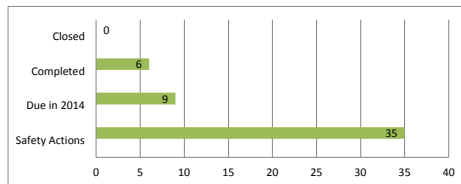
Implementation						
Update	Status	Lead	According to PLAN?	Reasons for deviation	Deliverable(s)	
EHEST develops risk awareness, safety promotion and training material and disseminate EHEST and IHST material to the helicopter community in Europe. This is a continuous action.					EHEST Training	
Data from analysis confirm that a continuing significant number of helicopter accidents is due to crew judgement and actions. For that purpose EHEST has developed a number of leaflets and videos to improve the safety of helicopter operations by providing pilots with the relevant information in order to allow a basic understanding of the causes, the prevention and the recovery actions thereby enabling pilots to make better, more informed decisions.	Advanced	ESSI - EHEST	Continuous action	No deviation	IHST website	
10 States have organised helicopter safety events. In the majority of cases EHEST material was promoted and distributed.						
A few examples:						
-NL: In 2014 the Netherlands hosted the Helicopter Safety Workshop organized by the National Aerospace Laboratory (NLR) and facilitated by European Helicopter Safety Team (EHEST) and the International Helicopter Safety Team (IHST).						
- IR: Annual Safety Seminars for the General Aviation Community (including General Aviation Helicopter Operators) - 2014						
- LT: Annual helicopter safety event (2014)						
- SP: Fire Fighting Safety Conference in April and May 2014.						
- SW: FOCA organizes 3 yearly events for the helicopter industry: ERFA (Erfahrungsaustausch, exchange of expertise and experiences for helicopter GND crews, information about materials, tools, techniques and safety relevant issues), Air Operators Conference, which addresses various topics (change in regulations, safety issues etc.) and SASCON (Swiss Aviation Safety Conference), addressing exclusively safety related topics for the whole Swiss aviation community.						
- UK: Helicopter Decision Making at Flight Safety International, Farnborough - 16 May 2013 and Helicopter Safety at Alpha Aviation, RAF Linton-on-Ouse - 31 July 2013						
3 States reported a small commercial helicopter industry and 4 States reported no planned helicopter activities.						
More information can be found in Annex B - EASp implementation in the States 2014.						
A proposal to arrange the HE section of the EASp has been received from EHEST. The priorities are being assessed and will be reflected in the next edition of the EASp.	Completed	MS	On-schedule	No deviation		
Every year a letter and a form are sent to the National Aviation Authorities to collect data on light aircraft. Data for accidents involving aircraft not exceeding 2,250 kg MTOM were provided to EASA by the EASA MS. As in previous years, the level of reporting and the quality of the reports differs by EASA MS. Some States showed an improvement in the quality and completeness of the data provided and all but one of the EASA MS provided the data in an ECCAIRS format.	Completed	SM.1	Continuous action	Action re-allocated to Member States	EASA Annual Safety Review	
EGAST develops and disseminates good practices and safety promotion material for the GA pilots and community in Europe. This is a continuous action.						
As an example, in 2014 EGAST has published a leaflet on the use of Flight Information Service (FIS). This leaflet is intended to assist pilots – particularly VFR pilots – in the correct use of FIS frequencies.	Advanced	ESSI - EHEST	Continuous action	No deviation	EGAST website	

EASp Status Report 2014

Operational Issues						
No.	Issue	Actions	Owner	Dates	Type	Deliverable (Measure)
GA1.5	Airspace infringement risk in general aviation.	National authorities should play the leading role in establishing and promoting local implementation priorities and actions.	MS	continuous	SP	List of local implementation priorities and actions for GA
GA1.7 NEW	General aviation priority areas not identified in the EASp.	EASA to make a proposal to arrange the general aviation section of the EASp and seek an agreement with the General Aviation community.	EASA and EGAST	2014	SP	Working Paper with proposal

Implementation					
Update	Status	Lead	According to PLAN?	Reasons for deviation	Deliverable(s)
<p>17 States have confirmed that AI involving GA is a safety concern. One State reported user information, disciplinary measures and extended use of transponder as the most efficient risk mitigation strategies. In another State the nationally designated ANSP will provide AFIS coverage by the end of 2015 in order to facilitate safer operations for the general aviation aircraft in uncontrolled Class G airspace. In another State a Workshop with General Aviation operators was organised in order to make them aware of this safety issue and they plan to continue this activity.</p> <p>The EAPAIRR is being used in at least 7 States to identify mitigation measures. In one State a national action plan derived from the EAPAIRR has been developed and introduced in the Safety Plan. State level SPIs exist in many State to monitor the situation.</p> <p>More information can be found in Annex B - EASp implementation in the States 2014.</p>	21 responses received	MS	Continuous action	Status request sent to 39 focal points. 21 responses have been received	Annex B - EASp implementation in the States 2014
A proposal to arrange the GA section of the EASp has been received from EGAST. The priorities are being assessed and will be reflected in the next edition of the EASp.	Completed	MS	On-schedule	No deviation	

SUMMARY



EASp Status Report 2014

Emerging Issues						
No.	Issue	Actions	Owner	Dates	Type	Deliverable (Measure)
1. New products, systems, technologies and operations						
EME1.2	Common possible picture of the future.	Adapt or create a methodology to develop a common possible picture of the future. Such methodology should envisage cooperation with other bodies such as EUROCONTROL, SAE or ACARE.	EASA with ECTRL, SAE & ACARE	2013-2014	SP	Methodology
EME1.3	UAS RPAS regulation.	Development of amendments to Basic Regulation, new RPAS IRs and AMC/GM for the operations of RPAS, and involved personnel and organisations.	EASA	2012-2014 2014-2017	R	Opinion/Decision
EME1.4	Operations with VL -high-performance aircraft.	Gap analysis in relation to regulating the operation of Very-Light -jets-high-performance aircraft.	EASA	2012-2015 2015	R (OPS.066) (RMT.0414 and RMT.0415)	Opinion/Decision Study finalised
EME1.5	Powered Lift (Tilt rotor) pilot licensing and operations.	Review of Implementing Rules-for pilot licensing and operations in relation to the experience gained in the BA 609 certification process	EASA	2012-2015 2013-2016	R MDM.070 RMT.0266	Opinion/Decision

Implementation					
Update	Status	Lead	According to PLAN?	Reasons for deviation	Deliverable(s)
A proposal to establish a foresight cell is under consideration internally. Such cell could be used at strategic level to evaluate how risks could develop with time and identify what kind of expertise is needed to face changes. In addition, contacts have been established with the ASCOS project and an agreement has been reached to use the areas of change developed by the FAST team as a first picture. The trials developed by the ASCOS project will allow to prove the concept proposed in EME1.1 + EME1.2	Completed	SM.2	On-schedule	In cooperation with the ASCOS project	
The Agency and States are very active in the regulation of RPAS, with growing demands expected in the near term. Reliance on performance based rules is expected in this field. The high level rules will be developed by JARUS and the necessary supporting standards by standardisation bodies. The approach will introduce proportionality by creating risk categories whose details remain to be defined. It will not necessarily mimic the manned regulations. The Commission intends to implement it in the EU rules (No Annex II anymore) and have it implemented by Member States and by EASA for design (Regulated). The priorities for 2015 are the following: a. Concept of Operations/ Categorisation/ proportionality b. Small RPAS and simple operation c. ICAO SARPS for Operation and Licensing d. Impact Assessment and modification of the Basic regulation e. Support of JARUS and prepare the transfer of deliverables into regulations.	Started (pre-rulemaking phase)	CT.2	On-schedule	No deviation	COM(2014) 207
Preparatory work started in 2013 with a tender for a study to review the OPS rules and receive appropriate recommendations for changes. Rulemaking task scheduled to start 2015, ending 2018 (2019 for AMC/GM). Rulemaking task MDM.064 has been replaced by task OPS.066 and renumbered as RMT.0414, 0415. RMT title changed to 'Operations and equipment for high performance aircraft' The preparatory work was stopped as there is no budget for a study available. Exploring several options to conduct the study. The RMT will be further delayed.	Started (pre-rulemaking phase)	FS.2	Less than one year late	No budget available	
For the time being there is one application for validation using special conditions. The action is dependant on the certification progress and possible entry into service. 2 meetings were held with Agusta Westland to remind them to prepare the RMT. The task has been delayed with the recent change to the RMP and is no longer considered a priority. The reason is less but better rules. Furthermore, the applicant is not providing supporting documentation which is needed to start and facilitate the RMT. EASp action will be closed.	Closed	FS.2	Not completed	Task delayed due to changes in RMP.	

EASp Status Report 2014

Emerging Issues						
No.	Issue	Actions	Owner	Dates	Type	Deliverable (Measure)
EME1.6	Suborbital planes regulation.	Regulate <i>Study the feasibility of regulating</i> sub-orbital planes.	EASA	2012-2014	R MDM.098 RMT.0396	Opinion/Decision Feasibility Study
2. Environmental factors						
EME2.1	Effect of climate change on aviation.	Establish a network to increase awareness and provide dissemination, coordinate research and avoid duplication. Establish roadmaps and identify precursors (data-bank). Conduct a survey of all EASA Certification Specification (CS), related Acceptable Means of Compliance (AMC) and Guidance Material (GM) that address environmental hazards in order to identify potential gaps.	EASA	2013 2014	SP	Network-ToR Result of survey
EME2.2	Effect of climate change on aviation.	Take regulatory action as appropriate to cover well identified issues like icing (in particular ice crystals). Develop rules as identified by the network.	EASA	Depending on outcome of network	R	Opinion/Decision
EME2.3	Effect of climate change on aviation.	Complement activities by development of Standards and special conditions.	EASA	Depending on outcome of network	R, O	Special Condition
3. Regulatory and oversight considerations						
EME3.3	Implement CMA.	Develop and implement a Continuous Monitoring Approach involving a risk based targeting based on a confidence model and a series of safety relevant indicators.	EASA	2014	O	Confidence model + safety indicators developed

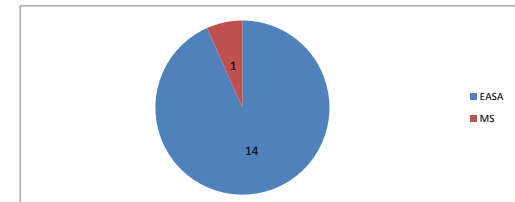
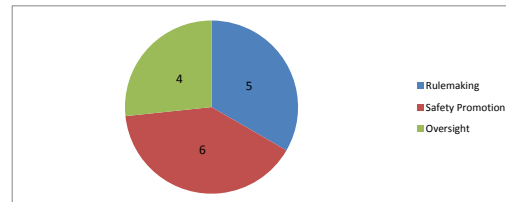
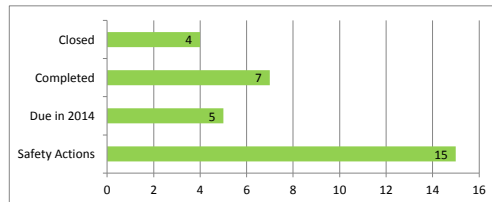
Implementation						
Update	Status	Lead	According to PLAN?	Reasons for deviation	Deliverable(s)	
Pre-RIA and ToR were completed, submittal to SSCC was put on hold due to a new directive from the Commissioner's Cabinet to investigate a lighter process, similar to FAA-AST "Launch Licensing". Sub-orbital Working Group (SoWG) is subsequently drafted possible amendments to the BR to accommodate for this lighter approach, however 3 European stakeholders confirmed their demand for full certification (EADS, Booster, REL-Skylon). To meet their application times and allow them to design according to the rules, task MDM.098 started in 2012 and was scheduled to end in 2014. The Commission started the process of drafting new policy. In 2014 activities on SoA have been stopped until budget is available.	Closed	SM.1	Not completed	Activities on SoA stopped until budget is available.		
Atmospheric risks including climate change was the subject of one panel at the EU/US safety conference held in Vienna on June 14-16 2011. The main conclusion was that there was no consensus yet on the impact of climate change on safety but highlighted that the development of new operations was raising concerns about the assumptions made at aircraft certification. Research was necessary to address these and in the mean time avoidance (despite its limitations) and training were the most effective mitigation means. Slides outlining the general intentions were prepared for the WEZARD (Weather hazards for aeronautics) workshopn 30 May / 1 June 2012. A network was finally not created.	Completed	SM.1	On-schedule	Network not created Action has been re-scoped		
A survey of all EASA Certification Specification (CS) and related Acceptable Means of Compliance (AMC) and Guidance Material (GM) has been conducted. The survey has collected requirements addressing external hazards such as wind, gust, ice, hail, snow, lightning etc. in a matrix "external hazard vs CS/AMC/GM requirement" and the certification level if mentioned. This could build out status quo knowledge and allow to identify areas which need further research or rulemaking action to adapt the CS to potential change external hazard (weather) threats or close gaps in the CS.						
Consensus on the impact of climate change in aviation has not been reached after the conference held in 2011. The action is therefore cancelled.	Closed	CT.2	Not completed	Action cancelled due to lack of consensus on the impact of climate change in aviation		
Consensus on the impact of climate change in aviation has not been reached after the conference held in 2011. The action is therefore cancelled.	Closed	CT.2	Not completed	Action cancelled due to lack of consensus on the impact of climate change in aviation		
The new Standardisation Regulation, which encompasses the Continuous Monitoring approach, has become applicable on 01.01.2014. Except for ANS, initial implementation of CMA can be considered completed. SIAP 2015 developed and revised using the outcome of the Model. Acceptance of method and support from Member States satisfactory.	Advanced	FS.0	Less than one year late	Action extended to follow-up implementation of CMA in ANS domain		
The action will be kept open to follow-up implementation of model in ANS and consolidation of the model.						

EASp Status Report 2014

Emerging Issues						
No.	Issue	Actions	Owner	Dates	Type	Deliverable (Measure)
EME3.4	New regulatory competences in risk based regulation.	Based on guidance developed by the SM ICG and experience from ECTRL SRC, a roadmap will be developed describing how regulatory competence in risk based regulation, risk based oversight and oversight of SMS will be developed in the EU.	EASA & SMICG	2013 2014	SP	Roadmap developed
EME3.5 NEW	Poor level of responsiveness to ADs.	Provide advice to stakeholders on best practice for the management of mandatory requirements.	EASA	2015	SP	Publish acceptable means of compliance, guidance material or information
EME3.6 NEW	Poor level of responsiveness to ADs.	Conduct Continued Airworthiness Industry seminars and meetings to promote the applicable rules and standards.	EASA	continuous	SP	Promote bilateral meetings with industry
EME3.7 NEW	Poor level of responsiveness to ADs.	Monitor achievement through oversight.	EASA + Industry	continuous	O	Oversight report
EME3.8 NEW	Poor level of responsiveness to ADs.	National Authorities to encourage compliance with ADs during meetings with industry on a regular basis and monitor level of responsiveness.	MS	continuous	SP, O	Report on activities
EME3.9 NEW	EASp safety concerns not considered during programming of oversight of Member States.	EASA will study possibilities to use the risk picture provided by the EASp to support the transition to a more risk-based oversight approach.	EASA	continuous	O	Process to feed the Oversight Programme

Implementation						
Update	Status	Lead	According to PLAN?	Reasons for deviation	Deliverable(s)	
The SMICG has developed guidance material on the competencies required for inspectors to evaluate SMS effectiveness when they oversee organisations. The product is available on the SMICG Skybrary website.	Completed	FS.2/FS.0	On-schedule	Roadmap not created. Guidance from SMICG available.	SMICG Products	
A new group of EASA and authorities has been established to look into Performance Based Oversight with the involvement of NAAs. Furthermore, EASA will start exploring the concept of Performance Based Regulation in 2015.						
In order to resolve potential issues with the management of mandatory requirements, a Frequent Ask Questions web site on ADs has been published.	Completed	CT.7	On-schedule	No deviation	AD FAQs	
To promote applicable rules and standards, an AD workshop open to industry will be held in Cologne in December 2014. Furthermore a Cert. Memo (EASA CM – 21.A – J – 001) "Service Bulletin related to AD" has been issued.	Completed	CT.7	On-schedule	No deviation	Cert. Memo SB related to ADs	
The level of responsiveness to ADs continues to be monitored through oversight activities. After a re-assessment of the situation, the level of responsiveness in the EASA system is considered satisfactory. Action will be closed.	Completed	CT.7	On-schedule	No deviation		
Most of the States are monitoring the responsiveness of operators to ADs with satisfactory results. The monitoring of the level of responsiveness of operators to ADs is part of EASA Part M requirements and is carried out via the Aircraft Continuing Airworthiness Monitoring (ACAM) program. At European level EASA checks compliance during Standardisation visits in the NAAs. Action implementation is considered satisfactory and it will be closed in the next edition of the EASp.	Completed	MS	On-schedule	Status request sent to 41 focal points. 21 responses have been received		
A link between the EASp and the programming of Standardisation activities is being established. Standardisation inspections will start to check compliance with EASp actions in order to map the current situation in the EU.	Started	SM.2/FS.0	On-schedule	No deviation		

SUMMARY



Human Factors and Performance						
No.	Issue	Actions	Owner	Dates	Type	Deliverable (Measure)
HFP1.3	Support ATM human performance.	Support to ANSP in the deployment of ATM human factors activities.	ECTRL, ANSPs	2011-2014 cont.	SP (ESP+)	Best Practices
HFP1.5	Room for improvement on HF guidance to address design related pilot errors.	Identify gaps or areas to improve the AMC for CS25.1302 Installed Systems for use by the Flight crew in order to better address design-related pilot error and recommend that the material is updated and harmonized.	EHFAG	November-2013 2014	R	Report with identified improvement areas
HFP1.6	HF competencies for regulatory inspectors are not developed.	Development of human factors competencies for the various functions of regulators, initially for maintenance inspectors.	EHFAG	2014	SP	Report with HF competencies for regulatory inspectors

Implementation						
Update	Status	Lead	According to PLAN?	Reasons for deviation	Deliverable(s)	
Safety Team has approved in June 2011 the SHP SG (Safety Human Performance Sub Group) work programme for the period 2011-2014. The work programme covers 10 strands of work: 1. Weak Signals 2. Human Factors in safe ATM Design 3. HF intelligence for all safety actors and all layers of management 4. HP safety culture improvements 5. Safety HP Dissemination and Toolkits 6. Fatigue management, etc. 7. Human Factors in Investigation 8. Degraded Modes 9. Critical Incident Stress Management 10. Safety and Team Work Factors	Advanced	ECTRL	On-schedule	None	Human Performance in ATM	
Review of CS25.1302 is completed. The results of a recent FAA study on 1302 have been used to consider further AMC and GM development. Report with identified improvement areas has been finalised.	Completed	EHFAG	On-schedule	None		
The work to develop an HF competency framework for Competent Authorities is finalised. The Human Factors Competency Framework has been designed to create a standard for regulatory inspectors that can be used in the development of training and assurance. It includes HF competencies associated with safety management. For each competency there is a series of proficiency statements, which in turn have a set of competency levels that best describe them.	Completed	EHFAG	On-schedule	None	EHFAG website	

SUMMARY

