European Aviation Safety Agency

Report

*European Aviation Safety Plan
2012-2015*

Final list of Safety Actions
09/03/2012

Systemic Issues

No.	Issue	Actions	Owner	Dates	Type	Deliverable (Measure)
1. Working with States to implement and develop SSPs						
SYS1.2	SSP Requirements.	Publish European requirements for Aviation Authorities (AR) in the domains of air operations and flight crew licensing.	EASA & EC	2012	R	Opinion/Decision
SYS1.3	Incorporation of SSP in all domains of aviation.	Incorporate SSPs and enablers in the IR for airworthiness (enablers are supporting tools like system safety analysis, occurrence reporting and human factors).	EASA & EC	2013	R (MDM.055 and .060) (RMT.0251 and RMT.0262)	Opinion/Decision
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	2013	R (ATM.004) (RMT.0157)	Opinion/Decision
SYS1.5	Incorporation of SSP in all domains of aviation.	Incorporate SSPs and enablers in the requirements for aerodrome oversight authorities.	EASA & EC	2012	R (ADR.001) (RMT.0139)	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	SP	Workshop
SYS1.7 NEW	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						
SYS2.1	SMS requirements.	Publish European requirements for Aviation Organisations (OR) in the domains of air operations and flight crew licensing.	EASA & EC	2012	R	Opinion/Decision
SYS2.2	Incorporation of SMS in all domains of aviation.	Incorporate SMS and enablers in IR for airworthiness (enablers are supporting tools like system safety analysis, occurrence reporting and human factors).	EASA	2013	R (MDM.055 and .060) (RMT.0251 and RMT.0262)	Opinion/Decision
SYS2.3	Incorporation of SMS in all domains of aviation.	Incorporate SMS and enablers in the requirements for aerodrome operator organisations (part ADR.OR).	EASA & EC	2012	R (ADR.001) (RMT.0139)	Opinion/Decision
SYS2.4	Incorporation of SMS in all domains of aviation.	Incorporate existing SMS and enablers in part OR for ANSP.	EASA & EC	2013	R (ATM.001) (RMT.0148 and .0150)	Opinion/Decision
SYS2.6	Promotion of SMS.	Develop and promote SMS best practices for helicopter operations.	EHEST	2012	SP	Best Practice
SYS2.7	Promotion of SMS.	Encourage implementation of promotion material developed by ECAST and EHEST.	MS	2012	SP	Best Practice published by MS
SYS2.8	Promotion of SMS.	Develop and promote SMS guidance and best practices for ATM.	ECTRL (DNM, COO, NOM, SAF)	2011-2014	SP	Best Practice

Systemic Issues

No.	Issue	Actions	Owner	Dates	Type	Deliverable (Measure)
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, NOM, SAF), MS and ANSP	2011-2014	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	Cont.	SP	SMICG Products
SYS2.11	SMS International cooperation.	Contribute to the work on the new ICAO Annex on SMS and represent the European position.	EC, EASA & ECTRL	2012	R	Participate in ICAO activity Report
3. Safety Management Enablers						
Sharing safety information						
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.	EASA, ECTRL & MS	2013	SP	Study Report
Development of SPIs with associated data stream						
SYS3.4	Monitor performance at national level.	Publish SPIs in use at national level.	MS	2012	SP	SPIs published
SYS3.5	Lack of a methodology to define SPIs.	Develop a comprehensive methodology.	EASA and MS through SMICG	2012	SP	Safety Performance Measurement Approach - Phase 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	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	As determined by EC annual working plan	SP	Roadmap
SYS3.8 NEW	Shortcomings in the European occurrence reporting system.	Bring forward proposals to update the EU system on occurrence reporting by reviewing Directive 2003/42/EC and its Implementing Rules[1] with a view to gain full access to ECR.	EC	2012	R	Formal legislative proposal to the Parliament & Council

Systemic Issues

No.	Issue	Actions	Owner	Dates	Type	Deliverable (Measure)
SYS3.9 NEW	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	2012	SP	Report will be provided for each operational area
SYS3.10 NEW	Exchange of information on aviation safety risks.	Host an annual conference to facilitate the exchange of information and address the issues identified in the Safety Plan.	EASA	2012	SP	Conference hosted
SYS3.11 NEW	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	2012	SP	Report on activities performed to promote FDM
SYS3.12 NEW	FDM programmes priorities do not consider operational issues identified at the European and national levels.	EASA should foster actions by States to improving the implementation of FDM programmes by their operators and assist States initiate the standardisation of FDM events relevant to SSP top safety priorities.	EAFDM	2012	SP	Report on activities of the EAFDM
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	2012-2015	R	RP Update
SYS4.5 NEW	Increasing the number of design interfaces.	Evaluate the safety issues and identify mitigation means to the risk of outsourcing design of significant items.	EASA	2013	SP	Study completed

Operational Issues

No.	Issue	Actions	Owner	Dates	Type	Deliverable (Measure)
		Commercial Air Transport by Aeroplanes				
1. Runway Excurions (RE)						
AER1.1	Produce a European action plan by combining Authorities' and industry efforts.	Develop and publish the EAPPRE.	ECTRL, ECAST	2012	SP	EAPPRE, 1st edition
AER1.3	Requirements for RE need to be transposed in certain areas.	Development of European requirements for aerodrome operators organisations, aerodrome operations and aerodrome design.	EASA & EC	2012	R (ADR.001, ADR.002 & ADR.003) (RMT.0139, RMT.0140 & RMT.0144)	Opinion/ Decision
AER1.4	Requirements for RE need to be transposed in certain areas.	Development of European requirements for ATM/ANS provision.	EASA & EC	2013	R (ATM.001)	Opinion/ Decision
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	2012	SP	SSP publication
AER1.6	Share national actions and measures.	Share actions and measures in use at national level to address the safety issue and participate in a dedicated workshop.	EASA, MS	2012	SP	Survey, Report & Workshop
AER1.7 NEW	Global response to runway safety.	European partners should take part in the RRSS that will be organised in March 2012 in Amsterdam and contribute to develop action plans to promote the establishment of collaborative runway safety teams.	EASA, ECTRL, EC & MS	2012	SP	Participation & report of activity
AER1.8 NEW	Wind shear.	Develop regulations to require predictive wind shear warning systems in CAT operations.	EASA	2013-2015	R RMT.0369	Opinion
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

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.	ECTRL	2014	SP	Study report published
AER2.5	European ATM requirements.	Requirements on ATM/ANS provision.	EASA & EC	2013	R (ATM.001) (RMT.0148 and RMT.0150)	Opinion/ Decision
AER2.6	European ATM requirements.	Requirements on Competent Authorities in ATM/ANS.	EASA & EC	2013	R (ATM.004) (RMT.0156)	Opinion/ Decision
AER2.7	European ATM requirements.	Requirements for systems and constituents.	EASA & EC	2012-2015	R (ATM.005) (RMT.0161)	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	2012	SP	SSP Publication
AER2.9	Share national actions and measures.	Share actions and measures in use at national level to address the safety issue and participate in a dedicated workshop.	EASA, MS	2012	SP	Survey, Report & Workshop

3. Controlled Flight Into Terrain (CFIT)

No.	Issue	Actions	Owner	Dates	Type	Deliverable (Measure)
AER3.1	Electronic Checklists, smart alerting and automatic altitude call-outs.	Amend CS-25 to introduce requirements aiming at reducing approach and landing accidents by: - Implementing interactive electronic checklist and smart alerting systems in new type-certificated airplanes. - Incorporating human factors principles into checklist design for new type-certificated airplanes. - Developing requirements for automatic aural altitude call-outs on final approach.	EASA	2013-2015	R (20.010) (RMT.0004)	Decision
AER3.2	Aircraft Design.	Amend CS-25 to introduce requirement aiming at reducing approach and landing accidents by: - Identifying flight-critical system components as the basis for design guidance, continuing airworthiness, and maintenance. - Issuing design guidance to ensure flight-critical system components are fault tolerant and are subjected to critical-point, flight-realistic-condition, certification testing/analysis.	EASA	2012-2015	R (25.027) (RMT.0047)	Decision
AER3.3	Fatigue.	Updating of Flight and Duty Time Limitations and rest requirements for commercial air transport with aeroplanes taking into account recent scientific and technical evidence.	EASA	2012	R	Opinion

Operational Issues

No.	Issue	Actions	Owner	Dates	Type	Deliverable (Measure)
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	2012	SP	SSP Publication
AER3.5	Share national actions and measures.	Share actions and measures in use at national level to address the safety issue and participate in a dedicated workshop.	EASA & MS	2012	SP	Survey, Report & Workshop
AER3.6 **NEW**	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	Decision

4. Loss of Control In Flight (LOC-I)

No.	Issue	Actions	Owner	Dates	Type	Deliverable (Measure)
AER4.1	Protection From Debris Impacts and Fire.	Develop a new paragraph of CS-25, which would cover the protection of the whole aircraft against the threat of tire/wheel failure, identified as a common priority for JAA-FAA-TCCA joint rulemaking.	EASA	2013	R (25.028) RMT.0048	Decision
AER4.2	Protection of aircraft and engines in icing conditions.	Upgrade the existing CS-25 and CSE 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	R (25.058) RMT.0058 RMT.0179	Decision
AER4.4	Fuel System Low Level Indication / Fuel Exhaustion Associated crew procedures.	Amend CS-25 by introducing new provisions and associated AMC addressing safety recommendations in order to better protect Large Aeroplanes against fuel exhaustion/fuel low level scenarios.	EASA	2012	R (25.055)	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	2012	SP	SSP Publication
AER4.7	Share national actions and measures.	Share actions and measures in use at national level to address the safety issue and participate in a dedicated workshop.	EASA & MS	2012	SP	Survey, Report & Workshop
AER4.8 **NEW**	Response to upset conditions.	EASA and Member States to support, encourage and follow up initiatives such as ICATEE to contribute to developing solutions aimed to reduce LOC-I, revising and promoting upset recovery guidance material, and influencing the adoption of future ICAO SARPs.	EASA and MS	2013	SP	Report on initiatives such as ICATEE
AER4.9 **NEW**	Response to unusual attitudes.	Publish Part FCL, which contains the new European-wide requirements addressing the training of and recovery from unusual attitudes.	EASA	2012	R	Publication of Part FCL
AER4.10 **NEW**	Response to unusual attitudes.	Organise a Workshop to identify and promote requirements and guidance in Part FCL and Part OPS related to the prevention of LoC accidents and identify needs for future improvements.	EASA	2012	SP and R	Workshop on Part FCL

Operational Issues

No.	Issue	Actions	Owner	Dates	Type	Deliverable (Measure)
AER4.11 **NEW**	Unclear maintenance responsibilities.	Review and update CAMO and Part-145 responsibilities.	EASA	2012-2014	R RMT.0217	Opinion & Decision
5. Ground Collision						
Runway Incursions						
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	2012	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
AER5.3	Runway incursions.	Development of Implementing Rules based on transferred tasks from the JAA and the EUROCONTROL EAPPRI report.	EASA	2011-2015	R (MDM.085) (RMT.0416 and RMT.0417)	Opinion/ Decision
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	2012	SP	SSP Publication
AER5.5	Share national actions and measures.	Share actions and measures in use at national level to address the safety issue and participate in a dedicated workshop.	EASA & MS	2012	SP	Survey, Report & Workshop
Safety of Ground Operations						
AER5.6	Transposition of requirements into EU regulation in the domain of Aerodromes.	Requirements for aerodrome operator organisations and oversight authorities.	EASA & EC	2012	R (ADR.001) (RMT.0136)	Opinion/ Decision
AER5.7	Transposition of requirements into EU regulation in the domain of Aerodromes.	Requirements for aerodrome operations.	EASA & EC	2012	R (ADR.002) (RMT.0140)	Opinion/ Decision
AER5.8	Transposition of requirements into EU regulation in the domain of Aerodromes.	Requirements for aerodrome design.	EASA & EC	2012	R (ADR.003) (RMT.0144)	Opinion/ Decision
AER5.9	Include Ground Operations in national SSPs.	Risks to ground operations 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	2012	SP	SSP Publication
AER5.10	Share national actions and measures.	Share actions and measures in use at national level to address the safety issue and participate in a dedicated workshop.	EASA & MS	2012	SP	Survey, Report & Workshop
AER5.11 **NEW**	Lack of harmonisation of ground operation activities.	Contribute to the development of industry developed ground operations manual and promote the use of this manual in Europe.	ECAST	2012	SP	Working draft IGOM

Operational Issues

No.	Issue	Actions	Owner	Dates	Type	Deliverable (Measure)
		Other types of operation				
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.	EHEST	cont.	SP	Leaflets and training material
HE1.3	Further implement EHEST recommendations.	NAAs 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	2012	SP	Number and frequency of events organised
HE1.4 **NEW**	Impact of technologies in mitigating helicopter safety issues.	Finalise a first version of a tool to assess the impact of technologies on mitigating helicopter safety issues.	EHEST	2013	SP	First version of tool developed
HE1.5 **NEW**	Helicopter flights into degraded visual environment.	Perform a study to define and evaluate visual augmentation possibilities for VFR helicopter flight with the aim to mitigate the potential hazards associated to DVE.	EASA	2012	SP Research (HDVE)	Study report
2. General Aviation						
GA1.1	Improve quality of General Aviation safety data.	Improve the collection and analysis in Europe of General Aviation fleet usage and safety data for a better evaluation of safety risks.	EGAST	cont.	SP	Report on GA usage and safety data in Europe
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.	EGAST	cont.	SP	Leaflets and training material
GA1.3	See and avoid for General Aviation.	Perform reviews of on-going local/national initiatives looking at improvements to see and avoid for GA with the aim to identify best-practices and promote standardisation.	EASA	2012	SP Research	Study report published
GA1.4 **NEW**	Transfer of technologies into general aviation.	Study the feasibility of launching a research project to look into the safety and environmental benefits of encouraging the transfer of new technologies into General Aviation (excluding Business aviation).	EASA	2012	SP Research	Project feasibility studied
GA1.5 **NEW**	Airspace infringement risk in general aviation.	National authorities should play the leading role in establishing and promoting local implementation priorities and actions.	MS	2013	SP	List of local implementation priorities and actions for GA

Emerging Issues

No.	Issue	Actions	Owner	Dates	Type	Deliverable (Measure)
1. New products, systems, technologies and operations						
EME1.1	Methodology to assess future risks.	Adapt or create a robust method to assess future risks based on expert judgement, project studies, questionnaires and scenarios.	EASA	Sept. 2012	SP	Methodology
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	2012	SP	Methodology
EME1.3	UAS further regulation.	Development of IR for the operations of UAS.	EASA	2012-2014	R (MDM.030) (RMT.0229)	Opinion/Decision
EME1.4	Operations with VLJ.	Review of Implementing Rules in relation to the operation of Very Light Jets.	EASA	2012-2015	R (MDM.064) (RMT.0414 and RMT.0415)	Opinion/Decision
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 in the BA609 certification process.	EASA	2012-2015	R (MDM.070) (RMT.0266)	Opinion/Decision
EME1.6	Suborbital planes regulation.	Regulate sub-orbital planes.	EASA	2011-2015	R (MDM.098) (RMT.0396)	Opinion/Decision
EME1.7 **NEW**	Composite Damage Metrics and Inspection.	Improve the understanding of high energy blunt impact on composite structure for aircraft, its significance, and the associated damage metrics and damage indications.	EASA	2012	SP Research (CODAMEIN)	Final study report published
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).	EASA	2012	SP	Network ToR
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

Emerging Issues

No.	Issue	Actions	Owner	Dates	Type	Deliverable (Measure)
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
EME2.4 NEW	Flying through clouds with High Ice Water Content at High altitude.	Launch research to validate the proposed regulatory mixed phase and glaciated icing environment, assess the necessity of further amendment/extension of the envelope and define the necessary actions for a more detailed characterisation of the composition of cloud masses at high altitude.	EASA	2012	SP Research (HighIWC)	Final study report published
EME2.5 NEW	Impact of space weather on aviation.	Publish an SIB to raise awareness on the impact of space weather on aviation.	EASA	2012	SP	SIB published
3. Regulatory and oversight considerations						
EME3.1	Well balanced standardisation programme.	Establish a well balanced standardisation programme based on three pillars, regulatory compliance verification, pro-active standardisation and a regulatory feedback mechanism.	EASA	2014	O	Standardisation Inspection Annual Programme + Annual Report
EME3.2	One uniform standardisation methodology for all fields of aviation.	Develop and implement one uniform standardisation process for all fields of aviation as covered by the Basic Regulation and related Implementing Rules.	EASA	2014	O	Updated methodology
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
EME3.4 NEW	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.	EASAC	2012	SP	Roadmap developed

Emerging Issues

No.	Issue	Actions	Owner	Dates	Type	Deliverable (Measure)
4. Next generation of aviation professionals						
EME4.1	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	R	Opinion/Decision
EME4.3	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	2012-2015	R	Opinion/Decision
EME4.5	Reduce possible differences in training implementation among States.	Develop a Training Implementation Policy.	EASA (IGPT)	2012	SP	EASA Policy
EME4.6 **NEW**	Address the problem of increasing pilots' reliance on automation.	Consolidate the EASA Automation Policy through consultation and promote this policy among stakeholders.	EASA (IGPT)	2012	SP	Report on promotion activities

Human Factors and Performance

No.	Issue	Actions	Owner	Dates	Type	Deliverable (Measure)
HFP1.1	Strategy for human factors.	To develop an EASA human factors strategy in conjunction with EHFAG to enable and endorse human factors and human performance across civil aviation activities including rulemaking, regulatory oversight and standardization.	EHFAG	2012	SP	Strategy
HFP1.2	Action plan development.	Develop an Agency action plan on human factors based on the strategy and evaluation of the results of the questionnaire of December 2009.	EHFAG	2012	SP	Action Plan
HFP1.3	Support ATM human performance.	Support to ANSP in the deployment of ATM human factors activities.	ECTRL, ANSPs	2011-2014	SP (ESP+)	Best Practices