

Busy times calls for a quick summary - we've got you covered

The past month (June 2021) has been extremely busy for everyone. Here in the EASA office in Cologne we have hosted both the SAFE360° event and also our Ramp-up Safety Week. As vaccination levels increase we are all looking hopefully towards things improving for the whole aviation community over the summer. Knowing how busy you are likely to be, our Together4Safety Air Ops News is here to keep you in touch with all the latest updates so you don't miss a thing, no matter how busy you are.

Here's what we have for you this month.

- How Together4Safety helps make the link from actionable intelligence to practical solutions.
- SAFE360°, the Ramp-up Campaign and Safety Week - the Safety Risk Management (SRM) process in action.
- What comes next - the Conversation Aviation Friday Lunch.....
- The acronym of the month is EPAS.....
- The latest update to the Aviation Health Safety Protocol (AHSP) to help minimise the health risks from COVID during the Ramp-up.
- Launch of the European Aero Medical Repository (EAMR).
- The first two airlines implement EBT Baseline and EASA host the 1st EBT Workshop online.
- All the latest on recent adoption of Rules on fuel/ energy management and planning.

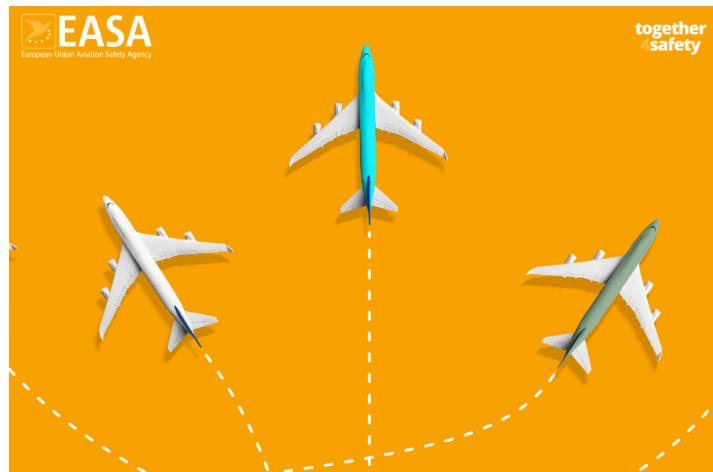
Together4Safety - making the link from actionable intelligence to practical solutions

You will likely have seen us using Together4Safety over the past few months. But we thought it was important to clearly explain exactly what Together4Safety is, what it stands for and most importantly what its role is in helping to improve safety through the European Plan for Aviation Safety (EPAS). Together4Safety is one of the results of EASA's new Safety Promotion Strategy that was launched back in 2019. Our goal is to help the whole industry to reduce aviation risks by raising awareness of safety, providing useful, engaging information and getting us all talking about safety. We want to be helpful, informative and importantly, straight talking.

We will focus on providing the results of the collaborative risk analysis activities that identifies the safety issues and then will help you to implement practical safety solutions. The world is complicated enough so we are here to help. This means we need your support - Together4Safety is a between EASA, NAAs and the industry - tell us how we can help you and work with us in developing the solutions for the whole industry. Drop us an email to safetypromotion@easa.europa.eu, we would love to hear from you.

together**4safety**

Helping to reduce aviation risks by raising awareness, providing useful information and engaging the industry in positive safety conversations



The European Safety Risk Management (SRM) process in action - from SAFE360° to Ramp-up Safety Week

With so much going on at EASA it's easy to see everything as individual activities and events. The reality is that everything is connected by the European SRM process. This makes sure that the safety actions (rulemaking tasks, safety promotion and research activities) in the European Plan for Aviation Safety (EPAS) are the result of a data-driven, risk-based approach.

The picture below shows the five steps in this process.



- SAFE360° focuses on steps 1, 2 and 5 of the SRM process - these are the safety intelligence parts of the process. Through safety performance monitoring (Step 5) and the intelligence gathering that is done with our industry safety partners in the Collaborative Analysis Groups (CAGs) the key safety issues are identified (Step 1). The safety issues are prioritised during an initial risk assessment, then they move onto the safety issue assessment (Step 2). This is where the safety mitigations are identified to feed into the EPAS. SAFE360° provides a forum for the industry to talk about the most important safety issues and how we can mitigate the associated risks.
- The Ramp-up Campaign and Safety Week are then in steps 3 and 4 of the SRM process. This is where the actions/ mitigations are defined and programmed (Step 3) and then implemented (Step 4) as rulemaking tasks (RMTs), safety promotion tasks (SPTs) or research actions (RES). In normal circumstances without COVID-19, these steps would take place directly within the EPAS itself. This is a yearly cycle that involves transparent consultation with the formal EASA Advisory Bodies - these involve both the National Authorities and industry. The process is also flexible enough to react quickly to the changing situation of the pandemic. This is led through the EASA Return to Normal Operations (RNO) project. The Ramp-up Campaign and the Safety Week that took place on 21-24 June were key parts of what has been a huge effort both across EASA and also in consultation with our industry partners.

What happened at SAFE360° (8 to 10 June)

SAFE360° conference brought together over 2,000 industry experts to identify practical solutions to the most important safety issues faced by the industry today. The conference was split up into high-level and 360° panels as well as number of safety workshops and specialist break-out sessions. You can download the full summary of the event and watch the videos of the different sessions on the [SAFE360° event page](#). The main highlights were:

- The High-Level Panel on the “New Safety Landscape” discussed how the COVID-19 pandemic had led to new safety issues and changed the way the industry needed to approach pre-crisis systemic issues. The pandemic also introduced additional challenges to integrate health protection measures and a more integrated approach to wellbeing within a resilient management system approach.
- In the Data4Safety (D4S) Panel, EASA and the organisations taking part provided an update on the success of the proof of concept phase that has leveraged big data technologies to bring together flight data from the airlines involved covering 1.6 Million flights, 2.2 Million occurrence reports as well as weather and other data supporting over 130 Million flights. The project will move into the operational phase in 2022 and more information will be provided later in 2021.
- The “Integrated Risk Management” Panel discussed the need to combine safety and security management through a holistic, integrated approach, based on data and facts.
- The 360° Panel on “Training Effectiveness and Competence” highlighted the importance of maintaining standards and supporting instructors in training personnel to the right level. In these challenging times, it was important to be flexible and for everyone to help each other to identify and fill any knowledge gaps as more people returned to work.
- On “Approach Path Management”, the Panel discussed the goal to reduce the risk of runway excursions. This can only be done collaboratively, starting at FL100 right through to landing by way of good energy management, open and early communication between flight crew and ATC as well as using data analytics to refine our mitigation strategies at an industry level.
- On “Turnaround Safety”, the Panel discussed the importance of protecting ground staff and ensuring safe operations at the gate by working together on collaborative solutions to reduce the risk of collisions and loading errors.
- The Workshop on “Entry of Aircraft Performance Data” outlined the safety analysis results on this topic and the panel discuss the goal of identifying new solutions to the human factors challenges through procedural improvements as well to facilitate the development of new safety nets.
- On “Safe Use of Airspace”, the Workshop brought together commercial operators, ATM/ANS and the general aviation community to discuss the solutions available to reduce the risk of airborne collisions in operations in 3 categories covering, iConspicuity, airspace design and the sharing of information on the airspace picture.
- The final workshop on “Monitoring COVID-19 Safety Issues with Flight Data Monitoring (FDM)” discussed the impact of COVID on FDM programmes in airlines, FDM monitoring of the COVID safety issues (particularly stabilised approaches) and the future developments in FDM technologies.
- There were also specialist break-out sessions on FDM and Occurrence Reporting. The latter particularly highlighted the importance of continued work Just Culture implementation that is a key part of the EASA Safety Promotion Plan for the coming months.

Erick Fernandez, Head of EASA’s Safety Intelligence and Performance Department concluded the conference by highlighting not just the number of topics covered but HOW they were covered – through a 360° view that gathered all relevant stakeholders (Manufacturers, Authorities, operators, Pilots, Maintenance Organisations, Ground handlers, ANSP, Airports, and so on...)

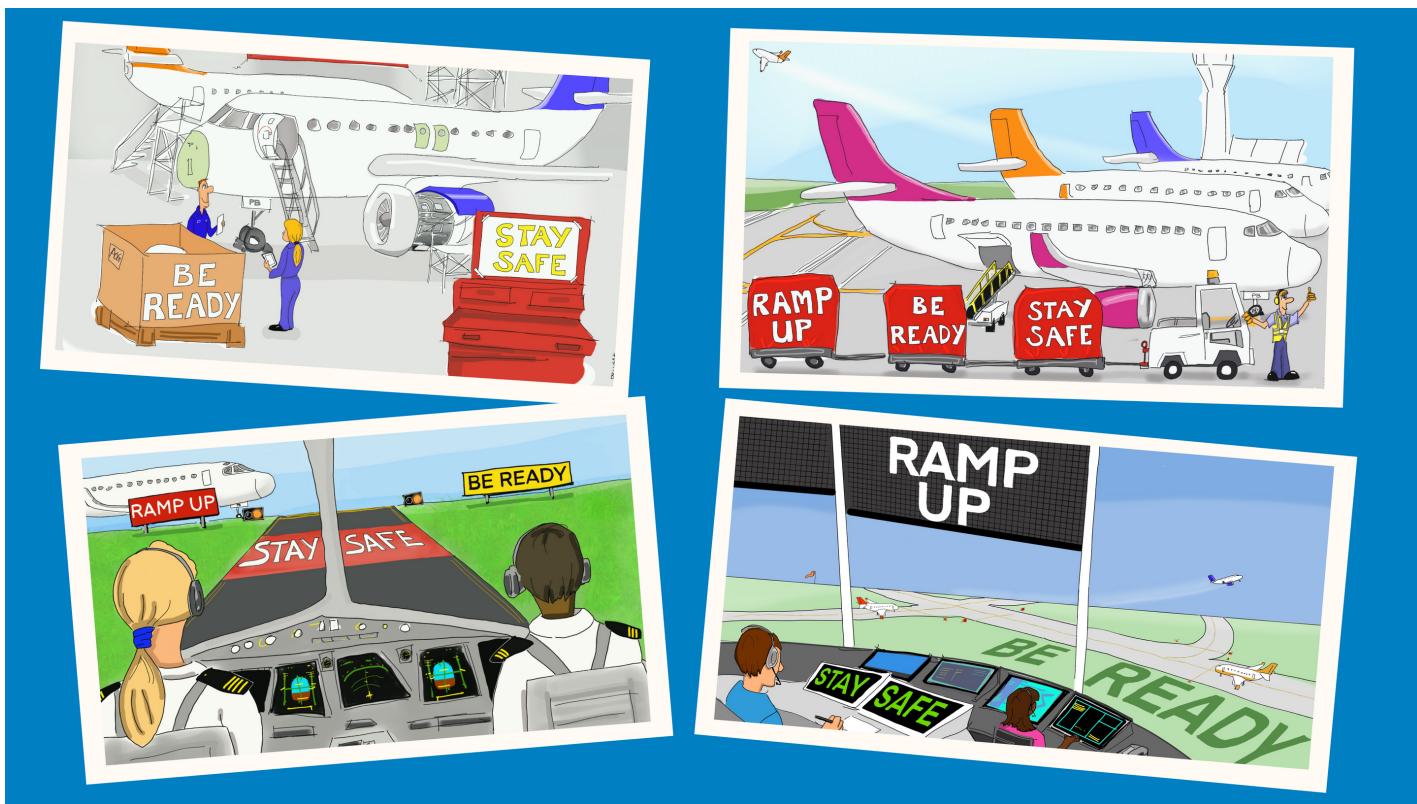
This is the very spirit of SAFE360°.

Be Ready, Stay Safe - Ramp-up Safety Week - 21-24 June

The Ramp-up, Be Ready - Stay Safe Campaign was launched at the end of May to help prepare the industry for the coming months and particularly to get everyone talking about safety and wellbeing as fully integrated parts of our operational activities. You can find all the Ramp-up resources including "ready-to-use" powerpoint presentations and safety posters on the [Campaign Pages on the Air Ops Community Site](#).

The continued work on the COVID-19 safety issues has highlighted the topics of skills/ knowledge degradation and resilience of Safety Management Systems (SMS) as particularly important things for us all to be thinking about during the Ramp-up. These were the main focus areas for our Ramp-up Safety Week that took place from 21-24 June.

During the course of the week there were dedicated sessions on the "Safety Issues" and then for organisations in each of the operational domains - ANSPs, Aerodromes, ATOs, Air Operators and CAMO/AMO. We finished off the week with an interesting session on "Safety Leadership". Click the different links to access the domain campaign pages where you can find all the information and presentations from the Safety Week sessions.



The Ramp-up Campaign continues in August with the launch of our weekly "Conversation Aviation" Friday Webinars

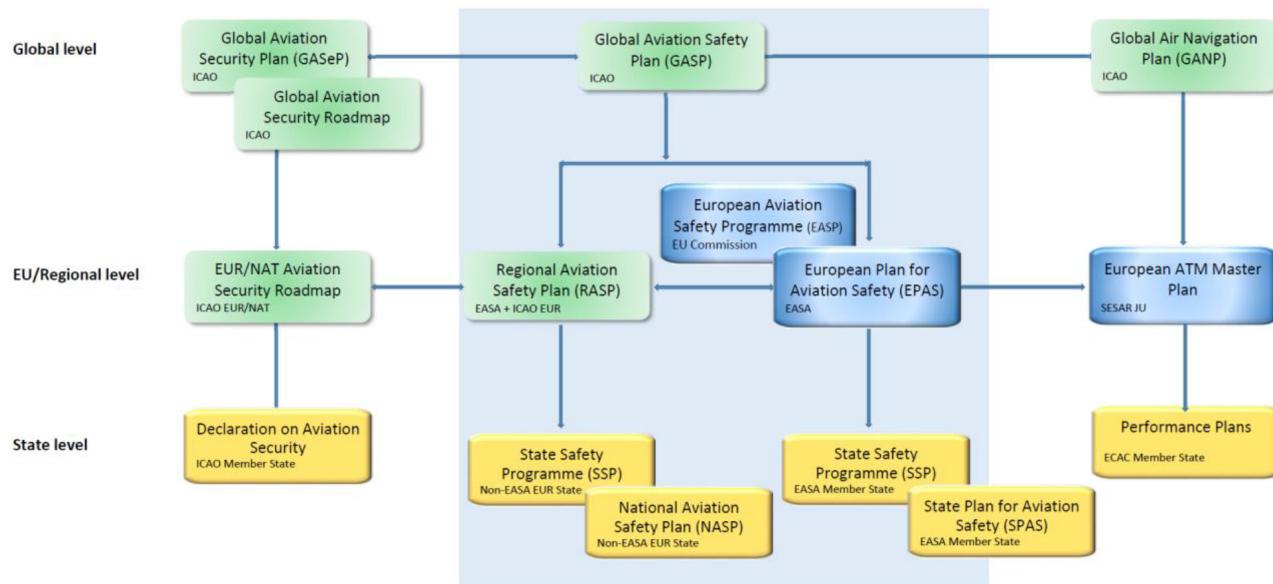
The Ramp-up is just gathering speed as you read this so the campaign will continue into the Autumn and beyond. It's important that we all keep talking about safety and wellbeing at every opportunity so we can assess how the situation is evolving and adjust our plans accordingly.

To help with this, on 27 August we will launch our Conversation Aviation Weekly Webinar series. Every Friday lunchtime we will host a short discussion of 20-30 minutes with a panel of experts on a topic of the moment. You will then have the chance to join further discussions online if you are able to. The recordings will be posted online as videos and podcasts so you can watch them later. Once a month we will host a longer 90 minute session to enable more detailed discussions as well as an extended Q&A session. More information to follow.....

Acronym of the Month - EPAS

You will undoubtedly look forward to our acronym of the month feature where we give you a window into the seemingly random abbreviations that you see use talking about at EASA. This month we feature the European Plan for Aviation Safety - the EPAS.

This is the regional aviation safety plan for the EASA Member States. It sets out the strategic priorities, strategic enablers and main risks affecting the European aviation system. It also outlines the necessary actions to mitigate those risks and to further improve aviation safety. EPAS is a 5-year plan that is constantly being reviewed and improved, and updated on a yearly basis. You can see where the EPAS fits into the Global and National pictures in the graphic below. Find out more on the [EPAS page of the EASA Website](#).



AHSP updated - the foundation of safe travel

The Aviation Health Safety Protocol (AHSP) was launched in May 2020 to provide a framework for safe travel during the COVID-19 pandemic. It is developed by EASA in partnership with the European Centre for Disease Prevention and Control (ECDC). On 17 June a new version of the AHSP was published to provide clear operational guidance and risk-based recommendations for health-safe air travel to complement the European Union's initiatives, such as the EU Digital COVID Certificates.

The new version of the document takes into account new evidence and information such as the circulation of variants of concern (VOCs) and the rollout of the COVID-19 vaccination programmes. It also emphasises the need to keep non-pharmaceutical measures in place – such as the wearing of medical face masks, hygiene measures and physical distancing. Read more on the [AHSP News Item on the EASA Website](#).

Launch of the European Aero-Medical Repository (EAMR)

On 1 July EASA launched the EAMR to allow traceability of commercial pilots' medical certificates. The EAMR helps aero-medical examiners (AMEs) to meet their obligations and also supports the National authorities in their tasks with licencing and medical certificates. It is one of the key actions following the Germanwings accident. Both the Germanwings Task Force led by EASA and the French BEA recommended to find a balance between medical confidentiality and public safety and to create a European aeromedical data repository to facilitate the sharing of aeromedical information and tackle the issue of pilot non-declaration. Find out more on the [EAMR page on the EASA Website](#).

Latest update on Evidence-Based Training (EBT)

First, we want to congratulate Iberia and AirFrance, along with their national authorities AESA Spain and DGAC France, for being the first airlines in the world to receive approval on EBT baseline in accordance with Reg (EU) 2020/2036 and Reg (EU) 2020/2193. For the first time ever, the revalidation of pilot licence are done in accordance to EBT Competences ([Appendix 10](#)) instead of the mandatory manoeuvres in Appendix 9.

On 29th June EASA held its 1st EBT Information Workshop and you can view the recording of this event and get all the latest information on EBT on the [dedicated EBT page on the Air Ops Community](#). We are also pleased to announce a 2nd Workshop on 29 September - that will provide all the latest updates based on the experience so far. Registration will open for this in August.

Adoption of rules on Fuel/ Energy Management

The new rules on Fuel/ Energy Management were recently adopted by the EASA Committee. The anticipated applicability date is 30 October 2022. You will see a lot of safety promotion material to help with the implementation over the coming months.

The objectives of this Opinion were to improve efficiency in the field of fuel/energy planning, to incorporate into EU rules the latest International Civil Aviation Organization (ICAO), Annex 6, Parts I, II, and III amendments on fuel planning and management and to clarify and simplify the rules for helicopter fuel energy planning and management, including helicopter refuelling with rotors turning, taking into account current industry best practice.

The new rules on fuel planning, selection of aerodromes, and in-flight fuel management introduce the concept of 'fuel schemes' for CAT operations with aeroplanes in the EU. They provide a comprehensive and updated set of safety requirements for developing and overseeing your fuel scheme as an operator. The rules also address the gaps identified in the in-flight fuel management policy to enable operators to benefit from the latest technologies. The new fuel schemes that are structured on three levels of performance take into account the robustness of the operators' management system, allowing them to increase operational efficiency, with cost and environmental benefits.

Latest Easy Access Rules Published - don't miss them.....

What's on your July playlist?

We finish in traditional style by completing our July addition to the Together4Safety Spotify Playlist. In the spirit of Together4Safety and togetherness in general this month we add the epic, "Together Forever by Rick Astley" - check out the [playlist on Spotify](#) to keep you motivated to have the best possible safety conversations.



**Are you talking to
your staff about
their safety
concerns?**

**conversation
aviation**