

## When life gets busy - our news summary will keep you updated

After a short pause for the summer break we are back with our Together4Safety Air Ops News. Often it seems like there is a continual stream of new information coming from the Regulatory world so we're here to summarise all the main things that you might have missed during July and August.

We had a really busy month in June with both the [SAFE360°](#) event and our [Ramp-up Safety Week](#). You can find all the material from these events by clicking the hyperlinks from the titles in the line above. After sharing so much material from EASA over the months leading up to the summer, we listened to the feedback you gave us and tried to minimise the amount of communication over the busy months of summer. This is why we paused the news for a month - to give everyone a break so you could get on with the Ramp-up with less distractions from us.

But now we are back - there's quite a few things to share with you. When we had the Ramp-up Safety Week, we were anticipating (and praying madly) for an increase in aviation activity over the Summer. It's been wonderful to see pictures of airports filling up and especially more people coming back to work again. The Ramp-up will likely continue over a number of months so we will continue the campaign and the supporting conversations for as long as its needed. In this month's news you will find out more about "Conversation Aviation", the next part of the Ramp-up Campaign. We will shortly start a video/ podcast series to help support you over the coming months with lots of useful information - read more on the next page.

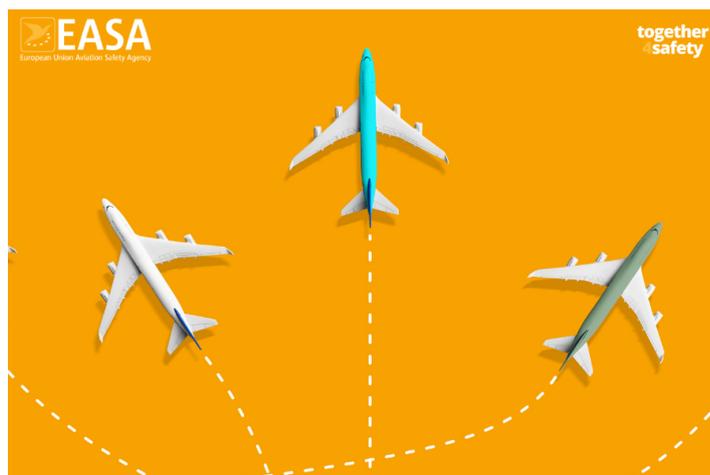
We have quite a few interesting things to update you on - here's what we have for you this month.

- **The Ramp-up Campaign continues with Conversation Aviation - helping the whole industry to share and discuss their thoughts on what "Being Ready" and "Staying Safe" really means.**
- **EASA publishes the latest information/ guidance on Skills and Knowledge Degradation.**
- **The EASA Annual Safety Review is published - find out the results of the analysis for the Air Ops Domain.**
- **The acronym of the month is FDM - how can you maximise the benefit of your Flight Data Monitoring Programme to your Safety Management System and the goal of ensuring safe and effective operations.**
- **The Global Reporting Format for Runway Condition Reporting now applies in the EASA Member States.**
- **New information to help implementation of EBT Baseline.**
- **Latest guidance updates on "Deviation on transportation of cargo in passenger compartments" and the "Return to service of aircraft from storage in relation to the COVID-19 pandemic".**
- **New versions of some of the Easy Access Rules.**
- **Autumn Events: 2nd Workshop on EBT, EASA Annual Safety Conference.**



**together4safety**

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



# What does "Be Ready" and "Stay Safe" really mean?

## Continue talking about safety with "Conversation Aviation"

At the end of May we launched the [Ramp-up Campaign](#) to help you prepare for the increase in operations that we were anticipating. This was followed by Ramp-up Safety Week that took place from 21-24 June. We started the week with a session on the [Top Safety Issues](#) from the collaborative EASA analysis. This was followed with specific domain sessions for ATM/ ANS, Aerodromes, Training Organisations, Air Operators and Maintenance Organisations. Then we finished up the week with a great session on [Safety Leadership](#), such an important topic during these challenging times.

Of course, the Ramp-up is something that will take time to pick up speed - it wasn't finished on 24 June when Safety Week ended. It's so important that we continue to talk about our safety challenges as an industry so we can learn from each other. To ensure that the discussion continues, we have created Conversation Aviation, coming very soon. Conversation Aviation will be a weekly videocast/ podcast and article series to help you over the coming months. We will be talking to people from across the industry about the challenges they are solving every day as the COVID-19 pandemic continues to evolve.

From late September we will pick different topics on a 4-week cycle. With our partners at Oliver Wyman and T-C Alliance we will be hosting 3 short videocasts/ podcasts that will be launched each Friday lunchtime. On the Friday afternoon there will be an online discussion call to continue the the conversation virtually face-to-face. Then on the final Friday, every 4 weeks, we will host a live Conversation Aviation Webinar to summarise the topic and discussion with key industry leaders.

The first 4 week cycle will discuss the challenging question of "Are we Ready?" This will be followed by the second part - "What does it really mean to - Be Safe?" We'll be providing more information about Conversation Aviation in the coming weeks but stay in touch on the Air Ops Community Site and our LinkedIn Group.

### Be ready means...

- Ensuring that you have the right tools, equipment and infrastructure in place.
- Having enough skilled, trained and qualified people who are operationally ready and fit for duty.
- Putting your staff and their wellbeing at the heart of a people centred ramp-up.

### Stay safe means...

- Encouraging people to follow recognised processes, procedures and practices.
- Knowing your risks and mitigating them effectively as part of a resilient management system.
- Setting a culture of trust that encourages reporting and for people to talk openly about safety and wellbeing.

# Understanding more about the challenges of skills and knowledge degradation during the COVID-19 pandemic

The decline in traffic during the COVID-19 pandemic has negatively impacted the skills and knowledge of some aviation professional due to a period of inactivity or not having the chance to work at all. The previously published Safety Issue Report on Skills and Knowledge degradation has now been updated to reflect the latest situation. It aims to help you to do the following:

- Understand the different aspects of skills and knowledge degradation.
- Consider how this might impact yourself or your organisation.
- Integrate the industry best practices to reduce the risks and help your Ramp-up.

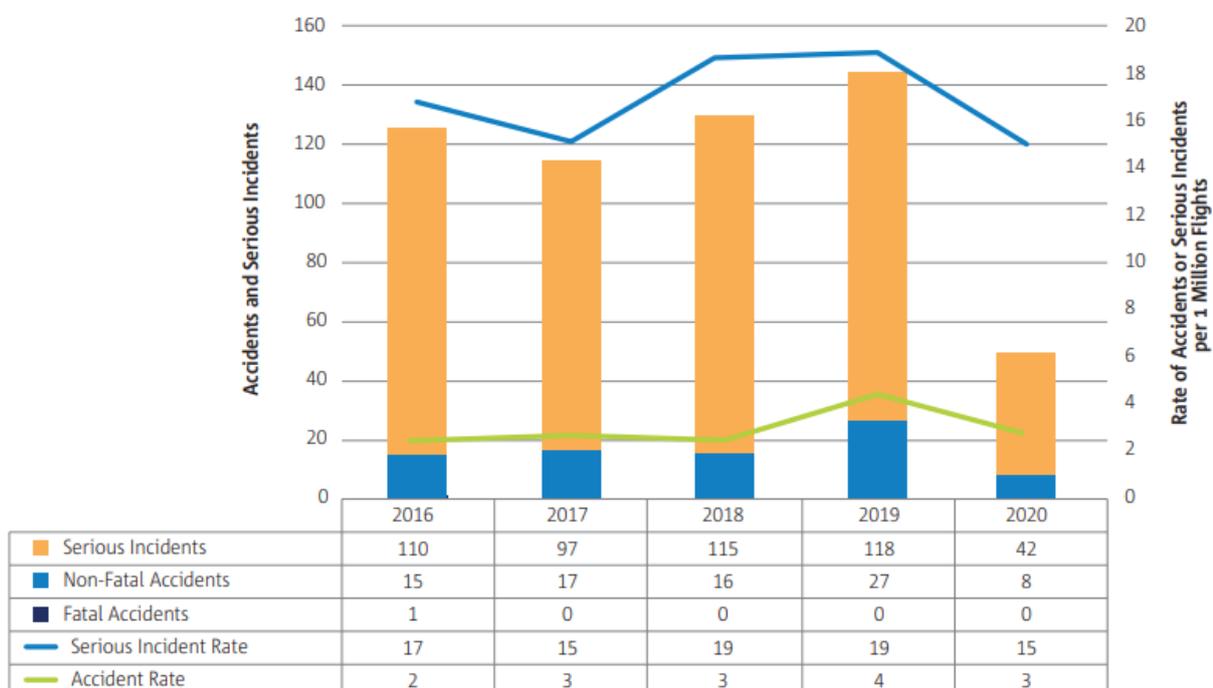
You can [read more and download the full report](#) on the Air Ops Community.

## EASA Annual Safety Review 2021 Published

On 5th August we published the [EASA Annual Safety Review 2021](#). Despite the extraordinary challenges created by the pandemic, the Review showed that the aviation safety system remains resilient but under pressure. The overall safety picture for EASA Member States (MS) is relatively stable.

The graph below gives you an overview of the numbers and rates of fatal accidents, non-fatal accidents and serious incidents involving commercial air transport airline and air-taxi aeroplanes in the EASA Member States. The numbers were significantly lower but when normalised per Million flights the situation was slightly more aligned with previous years.

The Review looks at the occurrence data in many different ways to help provide the full safety picture for EASA MS operators. Two parts are particularly important when you think about how the Review relates to your own organisation. The first are the Key Risk Areas (on Page 53) that outline the most important accident outcomes that our safety efforts are trying to prevent. The Top 3 are Airborne Collision, Runway Excursion and Aircraft Upset. The second one are the Safety Issues (on Page 55), which highlight the most important safety topics that were identified from the analysis. The results use the scoring from the European Risk Classification Scheme (ERCS) to highlight those of greater risk. Download the full review [here](#).



# Acronym of the Month - FDM

A Flight Data Monitoring (FDM) programme could be defined as ‘the routine collection and analysis of flight data to develop objective and predictive information for advancing safety’. In practice, it means:

1. Continuously recording flight parameters throughout the flight,
2. Routinely collecting this data from aircraft, and
3. Processing the recordings with the help of specific software to extract safety-relevant information, such as deviations from the operating procedures or abnormal parameter values.



The main thing is that FDM is used to help identify and mitigate operational risks as a key part of your safety management system. We have a dedicated [FDM page on the Air Ops Community](#) where you can find all the latest best practice. Our FDM colleagues at EASA are always pleased to have organisations collaborating with them through the European Operators FDM forum - there's a [dedicated page about this on the EASA Website](#) where you can find out more.

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## New Global Reporting Format methodology for Runway Surface Conditions now applicable!

The new Global Reporting Format (GRF) methodology for assessing and reporting runway surface conditions became applicable in the EASA MS from August 12, 2021. This start date was particularly important for the Member States in Northern Europe to enable a smooth transition to the new requirements before the start of the winter season.

The new GRF methodology ensures a single and globally harmonised way of assessing and reporting runway surface conditions. It also improves flight crew assessment of take-off and landing performance with goal of reducing the safety risks related to runway excursions. EASA hosted a webinar on the topic in March 2021 and you can access the video, presentations and Q&A from this event on the [Runway Condition Reporting page on the Community Site](#).

# More information available to help with implementation of Evidence-Based Training (EBT)

There continues to be a lot of work to support operators with the implementation of 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. We have recently updated the checklist to support implementation and you can find this, along with the video from the 1st Workshop and lots of other links, on the [EBT page on the Community Site](#).

On 29 September 2021 we will host a 2nd Workshop - [find out more and register on the event page](#).

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## New or Revised EASA COVID-19 Related Guidance

Ever since the start of the pandemic EASA has created different guidance material to help with the various challenges that industry has faced. As the situation evolves some of these guidance documents are updated and improved. We also add new documents when there is a need to cover a new topic. The latest updates to be aware of are listed below - just click the links to go straight to them:

- 12 July - [Safety Directives for cleaning and disinfection of aircraft in COVID-19 pandemic](#).
- 23 July: [Safety Information Bulletin in relation to aircraft stored due to the COVID-19 pandemic](#).
- 29 July: [Guidelines for return to service of aircraft from storage in relation to the COVID-19 pandemic](#).
- 27 Aug: [Deviation on transportation of cargo in passenger compartments](#).
- 2 Sep: [Flight Data Monitoring of new safety issues arising from the COVID-19 pandemic](#).

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

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### Upcoming Events - Click on the links to find out more

- 29 Sep: [2nd EBT Workshop](#).
- 30 Sep/1 Oct: [Immersive Technologies in Aviation Training](#).
- 10 Nov: [EASA Annual Safety Conference - ATM](#).

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## What's on your summer playlist?

We finish in traditional style by completing the September by adding another song to the Together4Safety Spotify Playlist. Given the importance of talking about the challenges of skills and knowledge degradation we have the epic "What you know" by Two Door Cinema Club. Check out the [playlist on Spotify](#) to keep you motivated to have the best possible safety conversations.



**How are you addressing the skills and knowledge challenges of your teams as they return to operations?** conversation aviation