

## New Year - New Hope, there will be an end to the pandemic. Air Ops News will help you on the Runway to Recovery!

As we head into the New Year, the COVID-19 situation is still causing a lot of challenges for our industry. Hopefully a new year also brings new hope that we will finally see us breaking free from the pandemic with more people taking to the skies as the year progresses. In this month's news you will find the following:

- Learn all about the European Plan for Aviation Safety (EPAS), the Air Ops priorities and what it means for Safety Promotion in 2022.
- Preparing for the "Runway to Recovery" as we look hopefully to improving traffic in 2022.
- EASA Guidance on the carriage of electronic documents.

Plus lots, lots more. There's the latest acronym of the month, the usual EASA updates, our support to Evidence-Based Training (EBT) implementation, a concept paper with the first usable guidance for Level 1 machine learning applications and new FDM guidance. We even start our 2022 safety playlist.

There are many interesting articles and other material produced by others in the industry such as Airbus, CAE Airside.aero, Flight Safety Australia and Skybrary. If you are holding an event or have an interesting article you would like to share with the Air Ops Community, let us know by emailing us at [safetypromotion@easa.europa.eu](mailto:safetypromotion@easa.europa.eu).

## The EPAS - Setting the safety priorities for aviation in Europe

On January 17th, 2022 the 11th edition of the European Plan for Aviation Safety (EPAS) was [published on the EASA website](#). The EPAS sets out the strategic priorities and main risks affecting the European aviation system and defines the actions to mitigate them. At a practical level, in the global ICAO context, the EPAS is the regional aviation safety plan (RASP) for EASA Member States. It supports safety management at State level and is the main input to the EUR RASP for the ICAO EUR Region.

This edition is made up of 3 volumes over 391 pages with 183 actions covering 219 safety issues. On the next page you can find out more about the different parts of the EPAS and the key actions for the Air Ops Community.



Risks and strategic  
priorities affecting  
the European  
aviation system

#aviationsafety

## The 3 Volumes of the EPAS:

It's never easy to read almost 400 pages of detailed technical material. To help you understand the EPAS and focus on the most important information, the document is split into 3 volumes. The titles below provide hyperlinks to each of the individual volumes themselves.

- **Volume I - Strategic Priorities**: The priorities come from a number of sources. Firstly the Safety Risk Management (SRM) process that identifies the safety issues in Volume 3. Unsurprisingly, the priorities are shaped by the COVID-19 pandemic as well the European Green Deal and other strategic developments.
- **Volume II - Actions**: The EPAS contains 5 different types of actions. Rulemaking Tasks (RMTs), Safety Promotion Tasks (SPTs), Research Actions (RES), Evaluation Tasks (EVTs) and Member State Tasks (MSTs). This volume lists all 183 actions - split into chapters for each domain to make things easier to find and relate to the different operational activities. For each action there is a detailed definition of the task itself, a link to the safety issues the action is intended to mitigate along with other information including the timeline, latest status and the action owner.
- **Volume III - Safety Issues**: A new edition in 2021, this additional volume provides visibility of the safety risks and underlying safety issues impacting the European aviation system. You can find out more about the analysis that leads to the safety issues in the [EASA Annual Safety Review](#).

## What's are the strategic priorities for Air Ops in Volume 1:

The main strategic priorities are detailed below and these will drive the safety promotion activities for 2022. By each title you can find the page reference in case you want to find out more:

- **Safe return to operations (Page 39)**. The pandemic has greatly impacted the industry and this new focus area highlights the importance of managing the recovery over the coming months and beyond. On Page 41 you can find some of the top safety issue identified in the updated COVID-19 Safety Risk Portfolio - we will talk more about these later in the "Road to Recovery" item.
- **Improve safety by improving safety management (Page 42)**: Effective safety management, including robust risk management policies and processes, are vital to our safety improvement efforts. There will be a lot of safety promotion on this topic in 2022 with a particular focus on ensuring we all have a clear understanding about the purpose of safety management as well as reporting, safety culture and human factors.
- **Human factors and human performance (Page 43)**: Human factors is concerned with the application of what we know about human beings, their abilities, characteristics and limitations, to the design of equipment they use, environments in which they function and jobs they perform. While human performance refers to how people perform their tasks. Both are vital in our safety efforts.
- **Other strategic priorities** identified in Volume I include "Competence of personnel - Page 45", "Integrated risk management - Page 46", "Impact of socio-economic factors on safety - Page 50", "Data4Safety - Page 50", "Civil-military coordination and cooperation - Page 51", "Oversight - Page 53" and "Standardisation - Page 53".

## Preventing accidents by addressing the key risk areas.

From Page 54 you can find more about the top safety risks in commercial air transport operations that are addressed in the EPAS. These are the main accident outcomes that we are trying to prevent by identifying the key risks and associated safety issues. The key risk areas for Air Ops based on the aggregated risk score are:

- Airborne collision.
- Runway excursion.
- Aircraft upset in flight (Loss of control).

## Other Highlights

There are many other strategic topics covered in Volume I. These include Artificial Intelligence (Page 64), Digital Licences for Aviation Pilots (dLAP - Page 79), Environment (Page 81) and Safety Performance (Page 88).

# As we look towards the summer in the hope of improving traffic, how can we prepare the "Runway to Recovery"

The COVID-19 pandemic has challenged our industry like nothing we have seen before. With the situation still evolving, we look hopefully for continuing traffic increases over the coming months. Time will pass quickly and it's vital that we continue the "Ramp-Up Campaign" and are ready for the challenges ahead. Our "Runway to Recovery" highlights 3 key areas that are vital to the success of our industry over the coming months.



The "Runway to Recovery" relies on these 3 basic principles in everything we do across the industry:

- **Welcoming passengers:** One of biggest challenges we face is to rebuild passenger confidence. Put simply, many people are still scared to fly - for all sorts of reasons. With so many parts of the passenger journey taking place online we need to help passengers feel welcome and comfortable as they start to fly more often. We want people to be able to tell their friends about their positive experiences when they fly. This requires all stakeholders to coordinate their efforts in implementing the [EASA-ECDC Aviation Health Safety Protocol \(AHSP\)](#). *It's vital that we work together, walk in the shoes of our passengers, identify the health related pinch points that ruin their journey and take immediate action at operational level to resolve them.*
- **Operating safely:** We can never take safety for granted, ensuring safe operations is everyone's responsibility whether they are senior leaders, operational management or frontline aviation professionals. EASA will continue to run the ["Ramp-Up - Be Ready, Stay Safe" Campaign](#) as a collaborative industry activity for as long as it is needed. The campaign material has recently been translated into both Greek and Portuguese, *download the different language versions on the [Air Ops Community Site](#). It's vital that you review [EASA's COVID-19 Safety Issues Report](#) and consider how the different safety issues are being addressed in your organisation.* The top safety issues have also been taken across into the EPAS (Volume 1 - Page 41). There are many new and evolving risks you have to consider - this is why it's important to *have an open safety culture that encourages positive conversations about safety and work together to manage risks appropriately in day-to-day operations.*
- **Caring for our people:** The pandemic has brought wellbeing and psychological safety into great focus. The success and safety of aviation relies on our talented aviation professionals being able to perform to the best of their abilities. People find themselves in many different situations at this stage of the pandemic and it is vital to think continually about the impact of wellbeing on human performance and manage the associated risks within your SMS. Wellbeing is a shared responsibility between organisations and staff. *Organisations should use the resources in the [Wellbeing Resource Hub](#) to support their staff and as individuals use the material to continually practice self-care.*

# EASA Guidance on the carriage of electronic documents

Unsure what documents you can carry on the aircraft in paper or electronic format?

Check out the latest EASA Guidelines to help make sense of the situation.



Increased digitalisation has radically transformed many of the things we do in aviation, technology and data is everywhere we look. With the advent of electronic solutions, such as Electronic Flight Bags (EFB), many of the paper-based documents found in an aircraft, such as manuals or charts, are already carried in a digital format. Aircraft involved in international operations are additionally required to carry originals or copies of certificates and other legal documents. It's much easier to have the correct and updated documents on board the aircraft when you can use digital rather than traditional, paper-based documents. It makes things a lot more efficient as well.

On January 5th, 2022 EASA published Guidance on the carriage of electronic documents that was addressed to the Member States and clarifies that there are no obstacles in EU law preventing the carriage of electronic documents for these purposes. The Guidance also clarified the EU legal framework for the issuance of electronic certificates. It also included examples of good practical implementation such as that in Spain. [Download the guidance from the EASA Website.](#)

## The latest on Evidence-Based Training

We continue to support airlines with the implementation of Evidence-Based Training (EBT). On December 7th, 2021 EASA expert Francisco Arenas Alvarino led the 4th EBT Webinar that was supported by Airbus and Boeing with excellent moderation again by Frederik Mohrmann from NLR and Andy Mitchell from the ATPG. You can check out the videos of the different parts of the session on the [EBT page on the Air Ops Community Site](#). There are also the videos from the 3 previous sessions as well.

If you are looking for the official EASA guidance documents on EBT we have a new [EBT page on the Aircrew Section of the main EASA Website](#) as well. As a final point on this topic, [you can register now for the 5th Webinar on Instructor Concordance that will take place from 13:30 - 16:30 CET on March 24th, 2022.](#)

## Other EASA Updates - Machine Learning, Ops Rules and FDM

There are some other EASA updates that you might have missed. So here are the links to everything else published by EASA since the middle of December 2021 (Click the link in the title to access the material on the EASA website):

- [Concept Paper 'First usable guidance for Level 1 machine learning applications'](#): In line with the first major milestone of the EASA Artificial Intelligence (AI) Roadmap 1.0, this concept paper presents a first set of objectives for Level 1 Artificial Intelligence ('assistance to human'). This is to anticipate future EASA guidance and requirements for safety-related machine learning (ML) applications.
- [Update to the Easy Access Air Ops Rules](#): On December 17th, 2021 the Easy Access Rules for Air Ops were updated with Revision 16 that includes amendments on fuel/energy planning and management, support programmes and psychological assessment of flight crew, as well as testing of psychoactive substances, introduced by Commission Implementing Regulation (EU) 2021/1296. More safety promotion on these will follow soon.
- [FDM Analysis Techniques and Principles](#): This document provides industry good practice regarding common analysis techniques used by FDM specialists. It also offers some principles to be aware of for successful implementation of these analysis techniques.

# Acronym of the Month – The EPAS (What else?)

It's January and as you hopefully read already, this means the launch of the European Plan for Aviation Safety (the EPAS). This is the document that sets out the strategic safety priorities, actions and associated safety issues for the European Aviation Community. If you missed it, go back to page 1 to find out more about this important document and what it means for our Safety Promotion work here at Together4Safety.

## Some other great articles, videos and other material

There are lots of interesting and engaging articles, videos, documents and other materials being created by all sorts of people around the world of aviation safety. We are always finding really interesting and exciting things so we thought it would be useful to share them with you - here are the highlights (as always, click the title to open the article, video or webpage):

- **Safety leadership from Flight Safety Australia**: In a fabulous article about safety leadership, Stuart Aggs, Virgin Australia Group Chief Operations Officer talks about moving from compliance to trust. The article is excellent and has great messages for anyone dealing with the day-to-day challenges of bringing safety to life in practical, everyday operations.
- **Safety First - Airbus**: Another great source of safety promotion material is the Airbus Safety First Website. New for January 2022 is the editorial from Yannick Malinge, SVP & Chief Product Safety Officer and an article on landing with nosewheels at 90° from the aircraft centerline.
- **Skybrary skyclip - TCAS RA not followed**: Eurocontrol and the Flight Safety Foundation's Skybrary website is an excellent source of safety promotion material. They recently published a new Skyclip video on the topic of TCAS RA not followed that highlighted the challenge of situations where STCA and controller instructions can be opposite to the TCAS RA instruction. *The key message for pilots is to always follow the TCAS RA.*
- **To70 Safety Review**: If you are interested to get a first look at the aviation safety picture for 2021, check out the safety review from aviation consultancy firm To70.
- **Latest news from CAE's Airside.aero**: Keep in touch with lots of different aviation news articles on Airside.aero the pilot community site from our safety partners at CAE.

## Calling all GA Pilots - fill out the EASA-GAMA/ AOPA survey

On January 18, 2022 the Annual EASA-GAMA-AOPA General Aviation Survey was launched for the GA Community. If you are also a GA pilot, this survey is a vital part of understanding the safety challenges in GA and is the main way to collect data on flight hours and other activity across the community. [Take part in the survey at the link here.](#)

## New Year - New Together4Safety Spotify Playlist is.....

As we start a new year, we start our playlist with a some hope and joy - anticipating a better year ahead. When we talk about safety everyday, it can sometimes be easy to forget about all our successes. Thanks to our efforts and collaborations we ensure many thousands of people reach their destinations in safety every single day. To celebrate this our first track for 2022 is "Something Good Can Work" by Two Door Cinema Club.

For our second song we have "Arrival" by Abba to celebrate the successful round the world flight by Zara Rutherford or [Flyzolo](#) who has just landed back in Kortrijk, Belgium to become the youngest woman to fly solo around the world. An inspirational achievement from an amazing aviator.



Starting a new year by celebrating the amazing things our industry achieves to bring people together.

Keep talking about safety and wellbeing.