

# SYSTEMIC ISSUES

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 2014	R (MDM.055 and .060) (RMT.0251 and RMT.0262 +RMT.0550)	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	2012 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

Implementation						
Update	Status	Lead	POC	According to PLAN?	Reasons for deviation	Deliverable(s)
The amending regulation for Civil Aviation Aircrew, building upon Opinion 03/2011, has been published on 30 March 2012 (Reg. 290/2012). It includes Authority Requirements (ARs) for aircrew (Part-ARA). Opinion 04/2011 published on 1 June 2011 contains ARs for air operators, a first Regulation applicable to CAT with aeroplanes and helicopters has been published on 25 October 2012 (Reg. 965/2012). The scope will successively be extended to cover CAT with sailplanes and balloons, NCC and NCO operations. ARs contain specific provisions to support the implementation of SSP (exchange of information, management system and oversight, with particular focus on the ICAO critical elements of a State oversight system), they do not contain explicit requirements mandating SSPs/Safety Plans for the Member States.	Completed	R.3	Regine Hamelijnck	On-schedule	Specific mandate for SSP not included in the regulations.	<a href="#">Regulation 290/2012</a> <a href="#">Regulation 965/2012</a>
The work on continuing airworthiness (MDM.055) has resulted in publication of a first NPA covering Part-M and Part-145. The NPA covering Part-66 and Part-147 will be published early 2013. The first Opinion/Decision is scheduled for 2013/Q3. The work on initial airworthiness (MDM.060) has been delayed due to changes in the scope. Start has been moved from 2010 to 2012/Q2. The task has been split into RMT.0262 with Opinion/Decision scheduled for 2014/Q1 and RMT.0550 with Decision for AMC/GM scheduled 2015/Q1.  In both tasks the provisions in Part-AR designed to support the implementation of SSP (exchange of information, management system and oversight) will be considered for amending the airworthiness rules. However there will be no requirements mandating SSPs/Safety Plans for the Member States.	Started (MDM.055) (RMT.0251) (MDM.060) (RMT.0262 and RMT.0550)	R.4	Regine Hamelijnck (MDM.055) Jan Novak (MDM.060)	On-schedule	MDM.060 (RMT.0262) due date delayed  Specific mandate for SSP will not be in the IRs.	<a href="#">ToR MDM.055</a>
Commission Implementing Regulation No 1034/2011 was published on 18th of October 2012. The regulation contains some elements that facilitate the implementation of SSP in the field of ATM/ANS. The second phase of the rulemaking task will bring further enhancements in this area in order to align with the provisions already incorporated in the fields of operations and flight crew licensing. NPA on the related IR foreseen by 2013/Q1.	Advanced	R5.1	Anastasiya Terzieva	On-schedule	No deviation	<a href="#">Commission Implementing Regulation No 1034/ 2011</a>
Work started in July 2010. NPA 2011-20 was published on 13 December 2011. The NPA contains draft rules for the certification, management, operation and design of aerodromes. The original comment period has been extended by 1 month. The publication of the Comment Response Document is expected to take place before the end of 2012. . It is estimated that Opinions on the IRs will be issued in 2013/Q1. Decisions on the associated AMC's and GM will be issued after the adoption of the IRs at the latest by 2013/Q4 (December 2013). They will define the requirements for competent authorities management systems.	Advanced	R5.2	Gernot Kessler	Less than one year late	Extention of the comment period	<a href="#">NPA 2011-20</a>
An information and promotion plan is being developed. A conference was held in 13 December 2012 focusing on initial airworthiness (MDM.055) to present the main elements of the NPA which will be published before year end. Some of the MS mandated SMS already in the area of maintenance and this will be a good opportunity to get feedback and to explain the NPA, which builds upon the first extension rule material.	Started	R3	Regine Hamelijnck	On-schedule	No deviation	<a href="#">Conference: SMS in Part-M and Part-145</a>

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SYS1.7 <b>NEW</b>	SSPs are not consistently available in Europe.	Member States to give priority to the work on SSPs.	MS	2014	SP	SSP established
<b>2. Working with States to foster the implementation of SMS in the industry</b>						
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	<del>2013</del> <b>2014</b>	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

Implementation						
Update	Status	Lead	POC	According to PLAN?	Reasons for deviation	Deliverable(s)
The implementation of SSPs is done in various phases. Out of the States that provided a response, 14 have published an SSP document explaining how the management of safety is organised in their States. 12 States have promulgated a legal framework to define the SSP. 10 States have also published a Safety Plan with identified risks and mitigation actions. No single State has agreed ALoS with service providers. A summary of the responses received from the States has been compiled in a separate report ( <i>EASp implementation in the States</i> )	20 responses received	MS	Rodrigo Priego	On-schedule	Status request sent to 35 focal points. 20 responses have been received	<a href="#">Published SSPs and Safety Plans</a>
The amending regulation for Civil Aviation Aircrew, building upon Opinion 03/2011, has been published on 30 March 2012. It includes Organisation Requirements (ORs) for aircrew (Part-ORA) that will address SMS. Opinion 04/2011 published on 1 June 2011 contains ORs for air operators, a first Regulation applicable to CAT with aeroplanes and helicopters has been published on 25 October 2012 (Reg. 965/2012). The scope will successively be extended to cover CAT with sailplanes and balloons, NCC and NCO operations. All approved organisations and holders of an FSTD qualification certificate will be required to implement management systems covering safety management related elements.	Completed	R.4.2	Regine Hamelijnk	On-schedule	No deviation	<a href="#">Regulation 290/2012</a> <a href="#">Regulation 965/2012</a>
The work on continuing airworthiness (MDM.055) has resulted in publication of a first NPA covering Part-M and Part-145. Part-OR formed the basis for amending Regulation 2042/2003. Although the structure is not changed, a certain number of adaptations were made to "transpose" Part-OR, in particular as regards existing quality system requirements. The work on initial airworthiness (MDM.060) has been delayed due to changes in the scope. Start has been moved from 2010 to 2012/Q2. The task has been split into RMT.0262 with Opinion/Decision is (for IR) scheduled for 2014/Q1 and RMT.0550 with Decision for AMC/GM scheduled 2015/Q1. Whenever the ToR are adopted, a drafting of NPA for Regulation 1702 will start using the selected working method and taking into account the basis created in the text of Parts AR and OR. In addition, it was decided to launch pilot projects with selected D & M organisations to perform trial implementation of SMS. The pilot projects will run in parallel to NPAs drafting so that experience gained can be reflected.	Started (MDM.055 and MDM.060) (RMT.0262 and RMT.0550)	R.4	Regine Hamelijnk (MDM.055) Jan Novak (MDM.060)	On-schedule	MDM.060 due date has been delayed.	<a href="#">ToR MDM.055</a>
Work started in July 2010. NPA 2011-20 was published on 13 December 2011. The NPA contains draft rules for the certification, management, operation and design of aerodromes. The original comment period has been extended by 1 month. The publication of the Comment Response Document is expected to take place before the end of 2012. . It is estimated that Opinions on the IRs will be issued in 2013/Q1. Decisions on the associated AMC's and GM will be issued after the adoption of the IRs at the latest by 2013/Q4. They will define the requirements for aerodrome management systems, containing SMS.	Advanced	R5.2	Gernot Kessler	Less than one year late	Extension of the comment period	<a href="#">NPA 2011-20</a>
Commission Implemented Regulation No 1035/2011 was adopted on 17 October 2011. It addresses safety management systems for ANSP in the field of ATM/ANS. Further enhancements and reviews of these requirements are envisioned for the second phase of the rulemaking task ATM.001 in order to better align them with the regulations in the other domains and to align with ICAO SARPs for SMS.	Advanced	R5.1	Maria Algar Ruiz	On-schedule	No deviation	<a href="#">Commission Implementing Regulation No 1035/ 2011</a>

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No.	Issue	Actions	Owner	Dates	Type	Deliverable (Measure)
SYS2.6	Promotion of SMS.	Develop and promote SMS best practices for helicopter operations.	EHEST	2011-2012	SP	Best Practice
SYS2.7	Promotion of SMS.	Encourage implementation of promotion material developed by ECAST and EHEST.	MS	2011-2012 Cont.	SP	Best Practice published by MS.
SYS2.8	Promotion of SMS.	Develop and promote SMS guidance and best practices for ATM.	ECTRL (DNM/C OO/NOM /SAF)	2011-2014	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/C OO/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

Implementation						
Update	Status	Lead	POC	According to PLAN?	Reasons for deviation	Deliverable(s)
A specialised team of EHEST has developed a Safety Management Manual (SMM) and Toolkit for Complex Operators (with little experience of implementing an SMS). This is the first SMS Manual built around the European OPS rules on Management System. In addition, EHEST was involved in the development of the helicopter compatible version of ISBAO by IBAC published in Dec 2011. EHEST also encourages the worldwide use of the IHST SMS Toolkit and HAI video (accessible from the EHEST website).	Completed	EHEST	Michel Masson	On-schedule	No deviation	<a href="#">SMM and toolkit for complex operators</a>
The majority of States (10) that provided a response have already established a link to the ESSI material through their websites and are distributing or promoting the ESSI material (10) to their industry organisations (operators, ANS service providers, certified aerodromes, flight crew, engineers, etc) through dedicated working groups, training for specific groups (inspectors, operators), seminars, safety symposiums, electronic distributions like national safety bulletins, etc. A summary of the responses received from the States has been compiled in a separate report (EASp implementation in the States).	20 responses received	MS	Rodrigo Priego	Continuous action	Status request sent to 35 focal points. 20 responses have been received	<a href="#">Link to EASp implementation in the States</a>
EUROCONTROL Generic Safety Management Manual (EGSSMM) 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 below in SYS2.9. A 3rd edition of the EGSSMM to integrate the results from the ANSP/NSA SMS interface project has been delivered in 2012.	Advanced	ECTRL	Tony Licu (ESP+)	On-schedule	No deviation	<a href="#">EUROCONTROL Generic Safety Management Manual (EGSSMM)</a>
The second ES2 workshop for 2012 covering Just Culture was hosted by DHMI (Turkey ANSP) on 20 - 21 September. Participants from more than 30 states attended. Groups represented include: ANSPs, IFATCA, APROCTA, IFALPA, ECA, EC, EASA, ICAO, IATA, airlines, EUROCONTROL NM and Single Sky directorates and the Performance Review Unit) and National Prosecution Offices. The meeting agreed that the EUROCONTROL Just Culture Task Force would be the focal point for the next stage of activities; help organise joint safety and prosecution workshops in Europe to promote the further application of Just Culture; take the lead in implementing an aviation prosecution policy; and actively lobby against any misuse of criminal processes in aviation and ATM-related incidents and accidents.	Started	ECTRL	Tony Licu (ESP+)	On-schedule	No deviation	<a href="#">SMS portfolio of courses sponsored by EUROCONTROL Safety Team</a>
The third ES2 workshop, FAB Safety Survey, was hosted by EUROCONTROL at the IANS premises in Luxembourg on 20 - 22 November. Another meeting of ANSP CEOs is also planned for February/March 2013 to discuss FAB RP2 requirements. SKYbrary is the main platform to share the safety knowledge with industry. Further developments of various portals are ongoing. A new "Stabilised Approach Awareness Toolkit for ATCOs" was added in the summer 2012 and more partners are joining SKYbrary (www.skybrary.aero).						
EASA and 5 MS continue to support the SMICG. The first products of the group are now available on Skybrary. They include a pamphlet with basic principles, an SMS effectiveness assessment tool and a practical guide for senior managers. The group has been considerably expanded and includes 12 authorities. EASA has chaired the SMICG throughout 2012.	Advanced	E2	Rodrigo Priego	Continuous action	No deviation	<a href="#">SMICG Skybrary link</a>

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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.
<b>3. Safety Management Enablers</b>						
<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.	EASA, ECTRL & MS	2013	SP	Study Report
<i>Development of SPIs with associated data stream</i>						
SYS3.4	Monitor performance at national level.	Publish SPIs in use at national level.	MS	2011-2012	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

Implementation						
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EASA has permanent representation at ICAO since July 2011. EC, EASA and ECTRL have contributed to the ICAO SMP Phase I. A draft Annex 19 is available and has been submitted to Member States for comments with a view to adopt it in Nov. 2013. The SMM has also been updated. A draft SMM edition 3 has been made available. EC, EASA and ECTRL continue to support the work of the SMP in Phase II.	Completed	E2	Rodrigo Priego	On-schedule	No deviation	
<b>May 2012:</b> The subject is being addressed by the Network of Analysts (NoA) coordinated and managed by EASA. This is being carried out by the NoA Risk Classification Sub Group, which is chaired jointly by John Franklin (EASA), Delphine Micheaux-Naudet (European Commission) and Charlie Govaarts (Eurocontrol). This NoA Sub Group brings together all interested and involved parties from a number of previous groups with the goal of developing a single European solution. The Sub Group has developed a work programme that will deliver a European Risk Classification Framework in 2014. Although this is a delay over the original timescale, the inclusion of Eurocontrol personnel involved in the RAT will greatly improve the chance of success and buy in for the solution in the long term.						
	Started	E2	John Franklin	Less than one year late	Complexity and need of coordination.	
The process to establish SPIs has started in the majority of reporting States. 12 States reported to have established SPIs of some short. The remaining 8 are in the process of defining them. Various States have declared that after establishing the first batch of SPIs they will continue to adjust them as they gain experience. Targets have not been agreed with industry/service providers in any of the States. A summary of the responses received from the States has been compiled in a separate report (EASp implementation in the States).	20 responses received. Action closed.	MS	Rodrigo Priego	Consolidated. Action has been transferred to the NoA	Status request sent to 35 focal points. 20 responses have been received	Link to EASp implementation in the States
States are encouraged to continue to publish SPIs in use at national level and to share them with the NoA SPI sub-group. The action will be closed.						
In phase I of the Safety Performance Measuring Approach (SPMA) project, the SMICG measurements working group has defined a model for the measurement of safety performance taking a systems perspective for deriving safety performance indicators and focusing on the aviation system's ability to effectively manage safety. It considers outcomes, as well as aviation system behaviours. Guidance on Safety Performance Measurement for service providers will also be developed. Phase I is expected to be concluded in 2013/Q1.	Advanced	R.4	Regine Hamelijnc	Less than one year late	Complexity of the task and need provide enough time for consultation and reaching consensus. Action will be finished in 2013/Q1.	
In phase II of the SPMA project, the ICG measurements working group will develop guidance material on the application of the SPMA in the different areas, where such guidance will not include explicit risk acceptance criteria. Phase II is expected to be concluded 2013/Q4.						

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No.	Issue	Actions	Owner	Dates	Type	Deliverable (Measure)
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	<del>2011</del> <b>As determined by EC annual working plan</b>	SP	Roadmap
SYS3.8 <b>NEW</b>	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
SYS3.9 <b>NEW</b>	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	<del>2012</del> <b>Cont.</b>	SP	Report will be provided for each operational area

Implementation						
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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 and Performance Review reports. In addition, in 2012, like the first in 2011, the ATM Chapter for the EASA ASR was further developed with, and submitted to, EASA Safety Analysis as per the agreed work programme. Furthermore, for the purpose of developing the next PRB report, the AST data are being used for comparison with data from the European Central Repository (ECR) and EASA data, to allow for enhancement of quality of data and reporting in Performance Monitoring. The EUROCONTROL Voluntary ATM Incident Reporting (EVAIR) function also provides valuable and alternative insight and data on ATC operations and 2 EVAIR Safety Bulletins were issued during 2012.	Advanced	ECTRL	Juan Vazquez Tony Licu (ESP+)	On-schedule	No deviation	<a href="#">EASA Annual Safety Review</a>
Following a 'brain storming' session at the EASAC in Feb 2012 which highlighted the difficulties on deciding on a clear path forward the EC is considering commissioning a study on the issues. The output of this study will help in the preparation of the legislative roadmap. Any study is unlikely to be completed before autumn 2014.	Started	EC	Valerie Gray	On-schedule	The deliverable date needs to be revised. A roadmap on a legislative proposal cannot be delivered before Summer 2015.	<a href="#">EC Communication</a>
The Impact Assessment process is now complete and the European Commission is in the process of completing the internal procedure for the adoption of the proposal on occurrence reporting. The Commission proposal should be adopted during January 2013.	Advanced	EC	Valerie Gray	Less than one year late	Adoption procedure took longer than initially planned	<a href="#">Link to proposal</a>
An initial analysis was performed by the NoA in February 2012. Further analysis and discussion took place at the 3rd NoA Meeting that was held on 18/19 September 2012. Reports on the operational issues were provided after the meeting. The NoA will be doing this analysis every year, therefore the action has been made continuous.	Advanced	E2	John Franklin	Continuous action	No deviation	

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SYS3.10 <b>NEW</b>	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 <b>NEW</b>	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 Cont.	SP	Report on activities performed to promote FDM
SYS3.12 <b>NEW</b>	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

Implementation						
Update	Status	Lead	POC	According to PLAN?	Reasons for deviation	Deliverable(s)
On 10 and 11 October 2012, EASA hosted its 4th annual safety conference titled "Safety Oversight – Managing Safety in a Performance Based Regulatory Environment" and explored some of the many challenges and difficulties which could jeopardise the transition to a performance based regulatory oversight system. The objective of Performance Based Oversight is to achieve the highest possible level of safety in the aviation system with a series of defined, organisation-wide processes that enable effective day-to-day risk-based decision-making. Experiences and initiatives by industry and regulators to develop different practical approaches for inspection, assessment and oversight were presented and discussed at the conference.	Completed	E2	John Franklin	On-schedule	No deviation	<a href="#">Conference website</a>
Among the States that provided a response, safety promotion meetings addressing FDM were organised in 7 of them (Latvia, Ireland, France, Finland, UK, Belgium and Switzerland). Three States (Lithuania, Iceland and Italy) expressed their intention to organise these types of meetings in the future. In two States (Czech Republic and Estonia) the number of aircraft operators required to have an FDM programme is particularly low. In Monaco there are only helicopter operators that are not required to have an FDM programme. In other States, the dialogue only takes place during the oversight activity (e.g. Sweden).  Discussions on FDM events relevant for preventing the major risks identified in the EASp are held in 4 States (UK, Ireland, Latvia, Finland). Among the issues discussed are non-stabilised approaches and events relevant to prevent runway excursion. A summary of the responses received from the States has been compiled in a separate report (EASp implementation in the States).	20 responses received	MS	Rodrigo Priego	Continuous action	Status request sent to 35 focal points. 20 responses have been received	<a href="#">Link to EASp implementation in the States</a>
The EAFDM met twice in 2012, in June (meeting 3) and in December (meeting 4). Ten Authorities of EASA Member States have delegates in the EAFDM.  The EAFDM has produced guidance material for NAAs on setting up a national Flight Data Monitoring (FDM) forum with their aircraft operators. This guidance is published on EAFDM page of EASA website.  The EAFDM is working on a list of standard FDM events relevant for the prevention of runway excursions, mid-air collisions, controlled flight into terrain and loss of control in flight. A first list of candidate FDM events was identified, however work is still on going and this task will remain active in 2013.  In 2013, it is planned to produce guidance material for NAAs on FDM programmes' oversight.	Advanced	EAFDM	Guillaume Aigoin	Less than one year late	The action is only partially completed and will be extended.	<a href="#">Guidance for NAAs in setting up a national FDM forum</a>

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<b>4. Complexity of the system</b>						
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 <b>NEW</b>	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
<b>5. Training of personnel</b>						
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	<del>2014</del> <b>2014-2017</b>	R	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	<del>2014</del> <b>2015</b>	R	Opinion/Decision
SYS5.5	Reduce possible differences in training implementation among States.	Develop a Training Implementation Policy.	EASA (IGPT)	<del>2012</del> <b>2013</b>	SP	EASA Policy

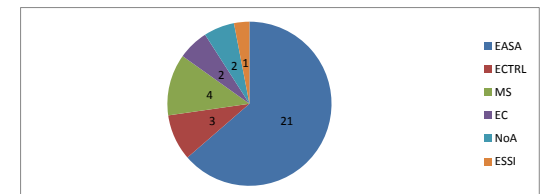
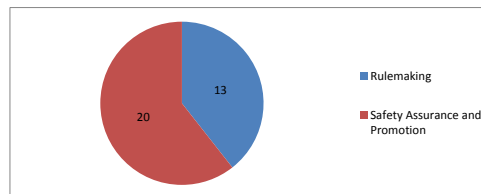
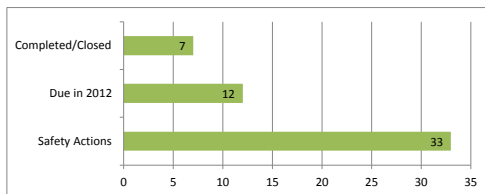
Implementation						
Update	Status	Lead	POC	According to PLAN?	Reasons for deviation	Deliverable(s)
<p><b>May 2012:</b> ED-78A was issued in 2000 and has been applied since then by various groups such as WG-51 (ASAS applications), WG-76 (AIS/MET datalink applications) or WG-78 (ATM datalink applications). Feedback from these and other groups on the use of ED-78A has shown that the document is used well beyond its initial scope as well as a few discrepancies in its application. WG-91 will therefore review ED-78A and identify where appropriate guidance material would be necessary, notably with regard to the production of system-wide standards, which can be considered coordinated, correct and complete</p> <p>prepare additional guidance material to ED-78A and associated training material to support the use of ED-78A by other EUROCAE WGs in the development of system-wide standards and documentation.</p> <p>The Kick Off Meeting for WG-91 took place on 6 and 7 June 2011, at EUROCONTROL premises in Brussels. A webex meeting was held in February 2012</p> <p>The out put should be a process specification that is envisaged for 4Q 2012. The activity receive only low support so it is proposed to make an update before the end of 2012 to possibly re-orientate the activity to meet the schedule of 2014</p>						
Started	E6	Yves Morier	On-schedule	No deviation		
<p><b>June 2012:</b> The RMP 2013-2016 was updated with last minute information received on the SESAR regulatory road map. Taking into account the late arrival of the information, the details have not been included. This should be done at the next opportunity to iterate on the RMP.</p>						
Not started	R	Eric Sivel	On-schedule	No deviation		
<p><b>May 2012:</b> the first step is to develop a specification for the study. A draft should be available by September 2012. Gathering of information has started to prepare the specification (e.g. GAO reports on delays on the F-35)</p>						
Started	E6	Yves Morier	On-schedule	No deviation		
<p>For Flight Crew Licensing: Based on the agreed prioritisation of tasks it was decided to initiate task FCL.006 in 2014/Q2. 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 Q2 2017 and the AMC material Q2 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>						
Not started	R	Jean-Marc Cluzeau Eric Sivel	On-schedule	No deviation		
<p>With the second phase ATM.001 Rulemaking task it will be proposed training and competence requirements for Air Traffic Safety Electronic Personnel (ATSEPs) amending the recently adopted Commission Implementing Regulation No 1035/2011 on Organisation Requirements for Air Navigation Service Providers. Creation of proper regulatory framework also for other safety critical personnel groups through new established Rulemaking tasks is envisaged. With the second phase ATM.003 Rulemaking task the ATCO competence scheme framework will be further developed and enhanced.</p>						
Advanced	R5.1	Emanuil Radev	On-schedule	No deviation		
<p>A dedicated WG of the EASA Internal Group on Personnel Training (IGPT) has identified a top ten issue list. This list has been discussed with NAA, Ops and FCL experts in the Workshop organised by EASA, S Directorate, on 27 June 2012. The results of the Workshop serve as the basis to develop the EASA Training Implementation Policy due in 2013.</p>						
Started	E2/S1	Michel Masson Georges Rebender	On-schedule	No deviation		

# SYSTEMIC ISSUES

Systemic Issues						
No.	Issue	Actions	Owner	Dates	Type	Deliverable (Measure)
SYSS.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

Implementation						
Update	Status	Lead	POC	According to PLAN?	Reasons for deviation	Deliverable(s)
The EASA Automation Policy has been presented in 2011 in the EASA Safety Conference Staying in Control - LoC Prevention and Recovery and in 2012 in the FSF European Aviation Safety Seminar (EASS), in the ALIAS Conference, in the RAeS International Flight Crew Training Conference and in the UN WFP4th Global Humanitarian Aviation Conference. A web-survey was published on the EASA website from 30 April to 23 July. The results of this survey are being considered by EASA together with the products of various working groups and initiatives on LoC, such as LOCART, ICATEE, and SUPRA. The EASA Automation Policy also served as a basis for the Working Paper AN-Conf/12-WP/34 "Development of an Aviation Automation Policy" presented at the ICAO 12th Air Navigation Conference by the Presidency of the European Union on behalf of the European Union and its Member States; by the other Member States of the European Civil Aviation Conference2; and by the Member States of EUROCONTROL.	Completed	E2	Michel Masson	On-schedule	No deviation	<a href="http://www.easa.europa.eu/DocLibrary/AN-Conf/12-WP/34/AN-Conf/12-WP/34-Development%20of%20an%20Aviation%20Automation%20Policy.pdf">http://www.easa.europa.eu/DocLibrary/AN-Conf/12-WP/34/AN-Conf/12-WP/34-Development%20of%20an%20Aviation%20Automation%20Policy.pdf</a>

## SUMMARY





# OPERATIONAL ISSUES

Operational Issues						
No.	Issue	Actions	Owner	Dates	Type	Deliverable (Measure)
Commercial Air Transport by Aeroplanes						
<b>1. Runway Excursions (RE)</b>						
AER1.1	Produce a European action plan by combining Authorities' and industry efforts.	Develop and publish the EAPPRE.	ECTRL, ECAST	2012	SP	EAPPRE, 1 <sup>st</sup> 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 <b>Cont.</b>	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	2011 <b>2012</b>	SP	Survey, Report & Workshop
AER1.7 <b>NEW</b>	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 <b>NEW</b>	Wind shear.	Develop regulations to require predictive wind shear warning systems in CAT operations.	EASA	2013-2015	R RMT.0369	Opinion

Implementation						
Update	Status	Lead	POC	According to PLAN?	Reasons for deviation	Deliverable(s)
The task has been led by Eurocontrol with support from ECAST. The EAPPRE Edition 1 has been developed and published in 4th quarter of 2012. It includes actions for regulators, air navigation service providers, aircraft and aerodrome operators that will further mitigate the risk of Runway Excursions in the following years.	Completed	ECAST	Tzvetomir Blajev, EUROCONTROL	On-schedule	No deviation	EAPPRE v1 to be added
NPA 2011-20 was published on 13 December 2011. The NPA contains draft rules for the certification, management, operation and design of aerodromes. These proposals are closely based on ICAO requirements which are already in place and to which EASA MS adhere. The original comment period has been extended by 1 month. The publication of the Comment Response Document is expected to take place before the end of 2012. It is estimated that Opinions on the IRs will be issued in 2013/Q1. Decisions on the associated AMC's and GM will be issued after the adoption of the IRs at the latest by 2013/Q4 (December 2013). They will propose mitigation measures to the risk factors contributing to the RE.	Advanced	R5.2	Gernot Kessler	Less than one year late	Extension of the comment period	<a href="#">NPA 2011-20</a>
Commission Implementing Regulation (EU) No 923/2012 laying down the common rules of the air and operational provisions regarding services and procedures in air navigation was published on 26/09/2011. The proposals for the provision of ATS and other services defined in chapter 2 of Annex Vb of the EASA BR are foreseen by 2013/Q2 and beyond.	Advanced	R5.1	Maria Algar Ruiz	On-schedule	No deviation	<a href="#">Opinion 05/2011</a>
Runway Excursions (RE) have been included in the risk portfolios of 11 States (Lithuania, Latvia, Ireland, Sweden, France, Finland, UK, Iceland, Italy, Croatia and Switzerland). Many of them have made RE a priority in their SSPs (Croatia, Finland) or Safety Plans (France, Lithuania, Ireland, Italy, UK) identifying specific actions. Others address the issue through specific oversight actions (Latvia) or risk portfolios (Switzerland). A summary of the responses received from the States has been compiled in a separate report (EASp implementation in the States).	20 responses received	MS	Rodrigo Priego	Continuous action	Status request sent to 35 focal points. 20 responses have been received	<a href="#">Link to EASp implementation in the States</a>
A survey has been launched with nominated focal points (35). 19 responses have been received so far indicating the actions carried out at national level to mitigate the risk. The results have been summarised in a dedicated report and discussed during the 2nd EASp summit in November. The action will be consolidated with AER1.5 and closed.	19 responses received Action closed	MS	Rodrigo Priego	Consolidated	Action consolidated with AER1.5	
The European Regional Runway Safety Seminar was held on March 8 2012 in Amsterdam within the ATC Global 2012 framework. One of the conclusions reached by the seminar was that to further improve Runway Safety, aviation stakeholders need to increase harmonization to international safety provisions but, at the same time, implement airport-tailored defenses to mitigate risks which are naturally associated with local layouts operations and human factor aspects. To that end, local Runway Safety Teams are the best tool for improving communication and cooperation between all stakeholders to optimize the mitigation of runway safety related risks.	Completed	E2	John Vincent	On-schedule	No deviation	<a href="#">ERRSS outcomes</a>
RMT.0369, 0370 planned to start in 2013, with Opinion due 2015 (AMC/GM in 2016).	Not started	R	Jean-Marc Cluzeau	On-schedule	No deviation	

# OPERATIONAL ISSUES

Operational Issues						
No.	Issue	Actions	Owner	Dates	Type	Deliverable (Measure)
<b>2. Mid-air Collisions (MAC)</b>						
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	POC	According to PLAN?	Reasons for deviation	Deliverable(s)
<p>Airspace Infringements are a safety concern for 70% of the States that submitted a report (14/20) and primarily initiated by GA traffic. The majority of States (12) are in the process of implementing the European Action Plan for Airspace Infringement Risk Reduction and report to Eurocontrol within the European/Local Single Sky Implementation (ESSIP/LSSIP) process. Iceland is not a member of Eurocontrol and monitors the issue within the ICAO NAT umbrella. At least 5 States have established an SPI to monitor this issue and many have incorporated the issue in their SSP and Safety Plans. Belgium is in the process of developing a dedicated national plan to mitigate airspace infringements. A summary of the responses received from the States has been compiled in a separate report (EASp implementation in the States).</p>						
20 responses received	MS	Rodrigo Priego	Continuous action	Status request sent to 35 focal points. 20 responses have been received		Link to EASp implementation on in the States
<p>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.</p> <p>A European action paper for ICAO AN-Conf/12 has been prepared to propose promulgation of relevant parts of the available documentation into an ICAO Manual for Safety Nets.</p>						
Advanced	ECTRL	Tony Licu	On-schedule	No deviation		Guidance material
<p>The following general awareness creation resources are available:</p> <ul style="list-style-type: none"> <li>A dedicated safety nets web site: <a href="http://www.eurocontrol.int/safety-nets">http://www.eurocontrol.int/safety-nets</a></li> <li>The NETALERT newsletter that is published three times per year: <a href="http://www.eurocontrol.int/safety-nets/public/standard_page/NetAlert.html">http://www.eurocontrol.int/safety-nets/public/standard_page/NetAlert.html</a></li> <li>The SPIN (Safety nets Performance Improvement Network) Sub-Group that meets twice per year</li> </ul> <p>The following dedicated awareness creation resources are made available on request:</p> <ul style="list-style-type: none"> <li>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)</li> <li>Independent safety nets performance assessments and optimisation assistance (so far provided to eight ANSPs, and a recent survey indicated interest from 11 additional ANSPs)</li> <li>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</li> </ul>						
Advanced	ECTRL	Tony Licu (ESP+)	On-schedule	No deviation		Safety Nets website

# OPERATIONAL ISSUES

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 <b>ATM/ANS provision</b>	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	<del>2012</del> <b>2013</b>	R (ATM.004) (RMT.0156)	Opinion/ Decision
AER2.7	European ATM requirements.	Requirements for systems and constituents.	EASA & EC	<del>2011-2013</del> <b>2012-2015</b>	R (ATM.005) (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	<del>2012</del> <b>Cont.</b>	SP	SSP Publication

Implementation						
Update	Status	Lead	POC	According to PLAN?	Reasons for deviation	Deliverable(s)
<p>The work in this area is done in close coordination with the related SESAR projects. A priority area of study is the compatibility of safety nets with each other and with other conflict management layers. The results of the related and recently completed PASS project are available.</p> <p>A specific topic in compatibility of safety nets is ACAS RA display to controllers. With the increasing use of Mode S surveillance the number of early adopters is also increasing (six identified so far). A specific drafting group was created to achieve two objectives:</p> <ul style="list-style-type: none"> <li>• Create awareness of open issues amongst early adopters</li> <li>• Develop and validate a harmonised concept of operations</li> </ul> <p>The early adopters are also offered dedicated support (so far provided to two ANSPs).</p> <p>Furthermore a dedicated tool, InCAS (Interactive Collision Avoidance Simulator), is available and maintained. Recently support for TCAS version 7.1 has been implemented).</p> <p>Finally work is ongoing to bring compatibility issues to the attention of relevant standardisation bodies.</p>	Advanced	ECTRL	Ben Bakker Tony Licu	On-schedule	No deviation	<a href="#">PASS project</a>
Commission Implementing Regulation No 1035/2011 was published on 17 October 2011. Commission Implementing Regulation (EU) No 923/2012 laying down the common rules of the air and operational provisions regarding services and procedures in air navigation was published on 26/09/2011. The proposals for the provision of ATS and other services defined in Chapter 2 of Annex Vb of the EASA BR are foreseen on 2013/Q2 and beyond.	Advanced	R5.1	Maria Algar Ruiz	On-schedule	No deviation	<a href="#">Commission Implementing Regulation No 1035/ 2011</a>
Commission Implementing Regulation No 1034/2011 was published on 17 October 2011, transposing existing EU requirements. The second phase of the rulemaking tasks will bring further enhancements in this area. It is expected to finish in 2014.	Advanced	R5.1	Anastasiya Terzieva	Less than one year late	Rulemaking task taking longer than initially planned	<a href="#">Commission Implementing Regulation No 1034/ 2011</a>
RMT.0161 & 0162 not yet launched. A concept paper is under development.	Not started	R5	Jussi Myllarniemi	Less than one year late	Dates re-adjusted to the RM planning, different priorities.	
Fourteen (14) States include MAC in the risk portfolios, SSPs and Safety Plans. This is done after analysis of State's occurrences and global data. Five (5) States (Lithuania, Montenegro, Romania, Monaco and the Netherlands) plan to incorporate the issue as they draft their Plans and SSPs. The number of actual MAC across States is low, because many safety barriers are in place (both on-ground and in the air). The separation minima infringements are being monitored in many States and in many cases originate from airspace infringements due to military aircraft or general aviation interfering with CAT. In some cases the occurrences take place in uncontrolled (class G) airspace. A summary of the responses received from the States has been compiled in a separate report (EASp implementation in the States).	20 responses received	MS	Rodrigo Priego	Continuous action	Status request sent to 35 focal points. 20 responses have been received	<a href="#">Link to EASp implementation in the States</a>

# OPERATIONAL ISSUES

Operational Issues						
No.	Issue	Actions	Owner	Dates	Type	Deliverable (Measure)
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	2011-2012	SP	Survey, Report & Workshop
3. Controlled Flight Into Terrain (CFIT)						
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	2012-2014-2013-2015	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	2012-2014-2015	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	2011-2012	R	Opinion
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 Cont.	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	2011-2012	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

Implementation						
Update	Status	Lead	POC	According to PLAN?	Reasons for deviation	Deliverable(s)
A survey has been launched with nominated focal points (35). 19 responses have been received so far indicating the actions carried out at national level to mitigate the risk. The results have been summarised in a dedicated report and discussed during the 2nd EASp summit in November. The action will be consolidated with AER2.8 and closed.	19 responses received Action closed	MS	Rodrigo Priego	Consolidated	Action consolidated with AER2.8	
RMT.0004 has been suspended from rulemaking planning, but intend has been conveyed by other tasks (20.002 EFB). Action will be closed.	Action closed	R	Filippo Tomasello	Consolidated	Action suspended from RMP	
The RMT.0047 was one of the task resulting from the "JAA inventory of on-going and planned rulemaking tasks". When the Agency was preparing the ToR for this task, it became apparent that most of it was already addressed by other tasks that are already finished, or on-going like RMT.004 (approval of Electronic Checklists). The action will be closed.	Action closed	R4	Youri Auroque	Consolidated	No deviation	
NPA 2010-14 was published in December 2010 and lots of comments were received. Opinion 04/2012 ( <i>Implementing Rules on Flight and Duty Time Limitations and rest requirements for commercial air transport with aeroplanes</i> ) in has been published in October 2012.	Completed	R3	Jean-Marc Cluzeau	On-schedule	No deviation	<a href="#">Opinion 04/2012</a>
Eleven (11) States include CFIT in the risk portfolios, SSPs (2) and Safety Plans (5). Five (5) States (Lithuania, Montenegro, Romania, Monaco and Estonia) plan to incorporate the issue as they draft their Plans and SSPs. The number of actual CFIT events across States is low, but the consequences are serious and this is why some States decided to incorporate the issue in the risk portfolios. Various States relied on global data to justify the risk (e.g. UK) while others are just monitoring the events (e.g. Croatia, Sweden). In other cases, the low number of occurrences did not justify the consideration of the risk at State level (Spain, Luxemburg, the Netherlands). A summary of the responses received from the States has been compiled in a separate report (EASp implementation in the States).	20 responses received	MS	Rodrigo Priego	Continuous action	Status request sent to 35 focal points. 20 responses have been received	<a href="#">Link to EASp implementation in the States</a>
A survey has been launched with nominated focal points (35). 19 responses have been received so far indicating the actions carried out at national level to mitigate the risk. The results have been summarised in a dedicated report and discussed during the 2nd EASp summit in November. The action will be consolidated with AER3.4 and closed.	19 responses received Action closed	MS	Rodrigo Priego	Consolidated	Action consolidated with AER3.4	
RMT.0371, 0372 planned to start in 2013, Opinion due in 2016 (AMC/GM in 2017).	Not started	R3	Jean-Marc Cluzeau	On-schedule	No deviation	

# OPERATIONAL ISSUES

Operational Issues						
No.	Issue	Actions	Owner	Dates	Type	Deliverable (Measure)
<b>4. Loss of Control In Flight (LOC-I)</b>						
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 0119	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 <a href="#">Cont.</a>	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	2011 <a href="#">2012</a>	SP	Survey, Report & Workshop
AER4.8 <a href="#">NEW</a>	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 <a href="#">NEW</a>	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

Implementation						
Update	Status	Lead	POC	According to PLAN?	Reasons for deviation	Deliverable(s)
Task 25.028 has started, NPA publication expected in 2012/Q4. Schedule is delayed because of difficulties faced in the events data finding & analysis phase.	Started	R4	Xavier Vergez	On-schedule	Schedule is delayed because of difficulties faced in the events data finding & analysis phase. No delay on the task declared yet.	
Task 25.058 has started, NPA 2011-03 was published on 22 March 2011 and was open to comment until 05 August 2011. A companion NPA 2011-04 was published for CS-E on the same date with the same period for comment. The task was due to finish during 2012/Q1. Harmonisation with the FAA demands the publication of a second NPA for CS-25 in parallel with the final rule from the FAA. The FAA is leading these rulemaking activities, hence progress is dependent on FAAs rulemaking constraints. FAA rulemaking has been delayed (publication expected in 2013/Q1-Q2). As a consequence EASA schedule has been delayed and it has decided to the Agency will take the lead on the rulemaking process. A decision is expected in 2014/Q1.	Advanced	R4	Xavier Vergez	More than one year late	Delay in FAA rulemaking that is taking the lead on the activity.	<a href="#">NPA 2011-03</a> <a href="#">NPA 2011-04</a>
Rulemaking task 25.055 is completed. The corresponding CS-25 amendment 12 material has been delivered via ED Decision 2003/02/RM of 6 July 2012. It introduces new fuel indication system(s) standards as the outcome of the work of an international working group led by the Agency and including major airframe and engine manufacturers (Boeing, Airbus, ATR, Embraer, Rolls Royce), and civil aviation authorities (FAA, TCCA, EASA). This effort was made as a reaction to accidents and incidents involving engine fuel starvation, fuel exhaustion or fuel low level.	Completed	R4	Xavier Vergez	On-schedule	No deviation	<a href="#">CS-25 Amendment 12</a>
Eleven (11) States include LOC-I in the risk portfolios, SSPs and Safety Plans (4). Five (5) States (Lithuania, Montenegro, Romania, Monaco and Estonia) plan to incorporate the issue as they draft their Plans and SSPs. The number of actual LOC-I events across States is low, but the consequences are serious and this is why some States decided to incorporate the issue in the risk portfolios. Various States relied on the fact that it is considered a European priority or risk analysis at State level (e.g. Belgium), while others are just monitoring the number of events (e.g. Croatia). In other cases, the low number of occurrences did not justify the consideration of the risk at State level (Spain, Luxemburg, the Netherlands). A summary of the responses received from the States has been compiled in a separate report (EASp implementation in the States).	20 responses received	MS	Rodrigo Priego	Continuous action	Status request sent to 35 focal points. 20 responses have been received	<a href="#">Link to EASp implementation in the States</a>
A survey has been launched with nominated focal points (35). 19 responses have been received so far indicating the actions carried out at national level to mitigate the risk. The results have been summarised in a dedicated report and discussed during the 2nd EASp summit in November. The action will be consolidated with AER4.6 and closed.	19 responses received Action closed	MS	Rodrigo Priego	Consolidated	Action consolidated with AER4.6	
ICATEE activities continue with participation from EASA. An ICATEE meeting was hosted at EASA in September 2012 and this allowed several agency staff to meet and exchange ideas and information with the ICATEE members. This was particularly useful for rulemaking colleagues as the ICATEE output is expected to directly affect forthcoming rulemaking tasks. The final draft content for the Airplane Upset Prevention and Recovery Manual was compiled and is expected to be presented to ICAO in the first quarter of 2013. The technical group also discussed proposals for the amendment of ICAO Doc 9625 regarding Flight Simulator Training Devices. Coordination with the LOCART group is maintained.	Advanced	C.2	Kevin Bonfield	On-schedule	No deviation	<a href="#">ICATEE website</a>
Part-FCL published November 2011 as Annex I to Commission Regulation (EU) No 1178/2011 on civil aviation aircrew. Related Decision published December.	Completed	R3	Matthias Borgmeier	On-schedule	Action completed ahead of schedule	<a href="#">Commission Regulation (EU) No 1178/2011</a>

# OPERATIONAL ISSUES

Operational Issues						
No.	Issue	Actions	Owner	Dates	Type	Deliverable (Measure)
AER4.10 <b>NEW</b>	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 and OPS
AER4.11 <b>NEW</b>	Unclear maintenance responsibilities.	Review and update CAMO and Part-145 responsibilities.	EASA	2012-2014	R RMT.0217	Opinion & Decision
<b>5. Ground Collision</b>						
<i>Runway Incursions</i>						
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 <b>Cont.</b>	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	2011-2014 <b>2011-2015</b>	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 <b>Cont.</b>	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	2011 <b>2012</b>	SP	Survey, Report & Workshop

Implementation						
Update	Status	Lead	POC	According to PLAN?	Reasons for deviation	Deliverable(s)
Scope has been extended to OPS (not only FCL). Currently waiting the outcome of the still ongoing ICAO (FAA) LOCART initiative, which will be concluded in early 2013 to incorporate also the outcome of ICATEE. A meeting with the ICATEE group and the LOCART group was held in Cologne in September 2012. This was the first step for preparing an EASA workshop on this issue. However, based on the slight delay the two initiatives were facing the Agency's workshop has been postponed to February 2013. This workshop will also be used to clarify the main objectives for the recently created rulemaking task RMT.0581, which will deal with loss of control and recovery training and will be initiated by the Agency in spring 2013.	Advanced	R3	Matthias Borgmeier Daniela Defossar	Less than one year later	Key initiatives in the area running late. Scope extended.	
<b>June 2012:</b> The task has not yet started. ToRs will be published in September.	Not started	R	Juan Anton	On-schedule		
Almost all States that provided a report have established a Local Runway Safety Team (18) and monitor both their existence and effectiveness, in most cases through regular oversight audits but also through direct involvement on the safety teams. Various States require LRST to implement EAPPRI 2 recommendations.	20 responses received	MS	Rodrigo Priego	Continuous action	Status request sent to 35 focal points. 20 responses have been received	<a href="#">ESSIP Report 2011</a>
ESSIP Report 2011: Significant progress is reported by all stakeholders (ANSPs, Airports and Military) on the Establishment of a local Runway Safety Team. Fifty two airports have reported it as -Completed-.						
All States that provided a report but two (2) continuously implement EAPPRI recommendations and report on progress within the European/Local Single Sky Implementation (ESSIP/LSSIP). States are currently at various stages of implementation. SMS of involved organisations as well as safety teams are key in the implementation of the EAPPRI recommendations. The follow-up of the EAPPRI is part of the regulatory surveillance activity.	20 responses received	MS	Rodrigo Priego	Continuous action	Status request sent to 35 focal points. 20 responses have been received	<a href="#">ESSIP Report 2011</a>
ESSIP Report 2011 (objective AOP03): Based on the local implementation planning provided by the states on their reports, the implementation of EAPPRI v2 recommendations may be considered satisfactory and well on track to achieve the European target date of December 2013. The LSSIP reports provide the following progress: 12 States completed, 24 States partially completed and 5 States planned.						
Task MDM.085 is transferred to task OPS.009(a) and (b). The tasks have started and are scheduled to finish in 2015. Task renumbered as RMT.0416, 0417. ToR published on 12/09/2011 and the Rulemaking Group has been established. The aim of the tasks is to prevent runway incursions through the introduction of operational procedures and best practices for the taxi phase, including sterile flight deck procedures	Started	R	Jean-Marc Cluzeau	On-schedule	No deviation	<a href="#">OPS.009 ToRs</a>
The majority of States (16) have included RI in their risk portfolios, mainly in Safety Plans (6) and SSPs (2). Three States (3) plan to include the risk in their SSPs in the future. The recommendations of the EAPPRI and LRSTs involving airport operators, ANSPs, aircraft operators, ground personnel and regulators are key mechanisms in the implementation of mitigation actions. Some States have detected increasing trends during monitoring of the occurrences. A summary of the responses received from the States has been compiled in a separate report (EASp implementation in the States).	20 responses received	MS	Rodrigo Priego	Continuous action	Status request sent to 35 focal points. 20 responses have been received	<a href="#">Link to EASp implementation in the States</a>
A survey has been launched with nominated focal points (35). 19 responses have been received so far indicating the actions carried out at national level to mitigate the risk. The results have been summarised in a dedicated report and discussed during the 2nd EASp summit in November. The action will be consolidated with AER5.4 and closed.	19 responses received Action closed	MS	Rodrigo Priego	Consolidated	Action consolidated with AER5.4	

# OPERATIONAL ISSUES

Operational Issues						
No.	Issue	Actions	Owner	Dates	Type	Deliverable (Measure)
<i>Safety of Ground Operations</i>						
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	<del>2012</del> Cont.	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	<del>2011</del> 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

Implementation						
Update	Status	Lead	POC	According to PLAN?	Reasons for deviation	Deliverable(s)
NPA 2011-20 was published on 13 December 2011. The NPA contains draft rules for the certification, management, operation and design of aerodromes. These proposals are closely based on ICAO requirements which are already in place and to which EASA MS adhere. The original comment period has been extended by 1 month. The publication of the Comment Response Document is expected to take place before the end of 2012. It is estimated that Opinions on the IRs will be issued in 2013/Q1.	Advanced	R5.2	Gernot Kessler	Less than one year late	Extension of the comment period	<a href="#">NPA 2011-20</a>
NPA 2011-20 was published on 13 December 2011. The NPA contains draft rules for the certification, management, operation and design of aerodromes. These proposals are closely based on ICAO requirements which are already in place and to which EASA MS adhere. The original comment period has been extended by 1 month. The publication of the Comment Response Document is expected to take place before the end of 2012. It is estimated that Opinions on the IRs will be issued in 2013/Q1.	Advanced	R5	Gernot Kessler	Less than one year late	Extension of the comment period	<a href="#">NPA 2011-20</a>
NPA 2011-20 was published on 13 December 2011. The NPA contains draft rules for the certification, management, operation and design of aerodromes. These proposals are closely based on ICAO requirements which are already in place and to which EASA MS adhere. The original comment period has been extended by 1 month. The publication of the Comment Response Document is expected to take place before the end of 2012. It is estimated that Opinions on the IRs will be issued in 2013/Q1.	Advanced	R5	Gernot Kessler	Less than one year late	Extension of the comment period	<a href="#">NPA 2011-20</a>
The majority of States (16) have included Ground Operations in their risk portfolios: at least five Safety Plans (5) and three SSPs (3) contain specific mitigation actions/initiatives. Three States (3) plan to include the risk as they develop or update their SSPs in the future. Local Runway Safety Teams (LRST) play a key role in analysing ground safety data and addressing mitigation actions in various States, dedicated industry-authority working groups exists in at least two States.	20 responses received	MS	Rodrigo Priego	Continuous action	Status request sent to 35 focal points. 20 responses have been received	
A survey has been launched with nominated focal points (35). 19 responses have been received so far indicating the actions carried out at national level to mitigate the risk. The results have been summarised in a dedicated report and discussed during the 2nd EASp summit in November. The action will be consolidated with AER5.9 and closed.	19 responses received Action closed	MS	Rodrigo Priego	Consolidated	Action consolidated with AER5.9	
Though its Ground Safety WG, ECAST has contributed to the development of the IATA IGOM. The IGOM, First Edition, was published on 2 April 2012. The IGOM and other related IATA material (AHM, ISAGO, GDDB) are promoted by IATA and ECAST and through Intl. Conferences such as the IGHC 2012.	Completed	ECAST	Michel Masson	On-schedule	No deviation	<a href="#">IGOM Edition 1</a>

# OPERATIONAL ISSUES

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.	NAAAs 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 Cont.	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.

Implementation						
Update	Status	Lead	POC	According to PLAN?	Reasons for deviation	Deliverable(s)
<p>The EHEST cooperates with the IHST to produce risk awareness, safety promotion and training material.</p> <p>The following material has been published on the EHEST website:</p> <ul style="list-style-type: none"> <li>- Video on the Loss of Control in Degraded Visual Environment,</li> <li>- Two videos on Helicopter Passenger Management (for the pilots and for the passengers),</li> <li>- Leaflet Safety Considerations for Helicopter Pilots,</li> <li>- IHST Maintenance Toolkit (co-developed with EHEST),</li> <li>- Leaflet Helicopter Airmanship,</li> <li>- Leaflet Off Airfields Landing Site,</li> <li>- Leaflet Pilot Decision Making,</li> <li>- Leaflet Risk Assessment in Training,</li> </ul> <p>In development:</p> <ul style="list-style-type: none"> <li>- Video Helicopter Mission Preparation Including Off Airfields Landing,</li> <li>- Leaflet Autorotation in Training</li> <li>- Flight Crew Training Instructor Manual</li> </ul>						
	Advanced	EHEST	Michel Masson Clement Audard	Continuous action	No deviation	<a href="#">EHEST training</a>
Half of the States that provided a response (10) organise helicopter safety events on a regular basis. Four (4) more States have plans to organise these type of events in the future. The EHEST material is widely promoted in these events, but also through individual meetings with operators. Dedicated helicopters working groups/teams exist in at least 3 States (Spain, Finland and UK) in some cases also addressing general aviation issues. These teams develop their own safety material to address specific risks. In some States (Luxemburg, Lithuania or Ireland), the number of helicopter operators is low. A summary of the responses received from the States has been compiled in a separate report (EASp implementation in the States).	20 responses received	MS	Rodrigo Priego	Continuous action	Status request sent to 35 focal points. 20 responses have been received	Link to EASp implementation in the States
A first draft of the tool has been developed. Currently, more than 100 technologies have been assessed for their capability to mitigate safety issues. Work progress was presented in the 38th European Rotorcraft Symposium organised by the NLR in Sep 2012.	Advanced	EHEST	Michel Masson, Jos Stevens, NLR	On-schedule	No deviation	<a href="#">EHSIT ST Technology</a>
June 2012: Project HDVE is on-going, simulation exercises will take place in July-August, report available by Q4 2012/Q4.	Completed	E2	Emmanuel Isambert	On-schedule	No deviation	<a href="#">Project Memo</a>
May 2012: A letter and a form were sent to the National Aviation Authorities and GA Associations to collect and aggregate at European level the number of airplanes by type as well as the number of movements.	Started	EGAST	Clement Audard	Continuous action	New leader for the EGAST data sub-group to be appointed.	

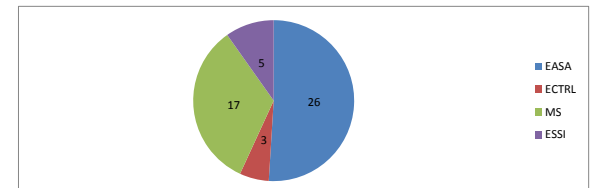
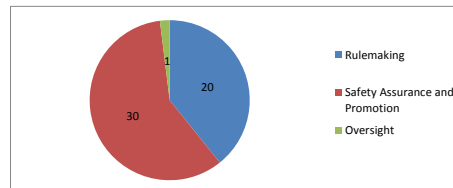
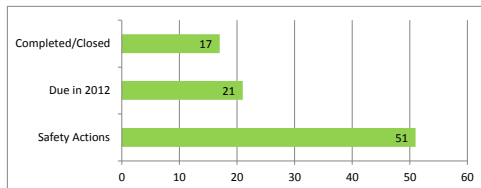


# OPERATIONAL ISSUES

Operational Issues						
No.	Issue	Actions	Owner	Dates	Type	Deliverable (Measure)
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	2011-2012	SP Research	Study report published.
GA1.4 <b>NEW</b>	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 <b>NEW</b>	Airspace infringement risk in general aviation.	National authorities should play the leading role in establishing and promoting local implementation priorities and actions.	MS	2013 Cont.	SP	List of local implementation priorities and actions for GA

Implementation						
Update	Status	Lead	POC	According to PLAN?	Reasons for deviation	Deliverable(s)
<p>EGAST develops and shares good practices and safety promotion material for the GA pilots and community in Europe.</p> <p>Recent publications:</p> <ul style="list-style-type: none"> <li>- IASA Video Loss of Control</li> <li>- IASA Video Safety Parachute can Save your Life!</li> <li>- IASA Video Le Train d'Atterrisage - Sujet Facteurs Humains</li> <li>- Leaflet Collision Avoidance</li> <li>- Leaflet Decision Making</li> <li>- Leaflet Weather Anticipation</li> </ul> <p>In development:</p> <ul style="list-style-type: none"> <li>- Leaflet Navigation in Day VFR Using Advanced Technologies</li> <li>- Leaflet Stall/Spin Loss of Control</li> </ul> <p>In addition, safety promotion material from several NAAs and GA Associations are made available to the GA community on the EGAST website.</p>	Advanced	EGAST	Clement Audard Michel Masson	Continuous action	No deviation	<a href="#">EGAST website</a>
<p><b>June 2012:</b> Project SISA is on-going, workshop with GA community to be held at EASA on 22 June, report available by 2012/Q4</p>	Completed	E2.3	Emmanuel Isambert	On-schedule	No deviation	<a href="#">Project Memo</a>
<p><b>June 2012:</b> Assessing scope with NAAs, existing initiatives and possible research cooperations will be evaluated (EARPG group)</p>	Completed	E2.3	Emmanuel Isambert	On-schedule	No deviation	<a href="#">Project Memo</a>
<p>Airspace infringements committed by General Aviation are a safety concern for 75% of the States (15) that submitted a response. The infringements are committed in most cases by VFR traffic infringing the controlled airspace (in some cases at international airports). Most of States have implemented or are implementing the recommendations provided in the European Action Plan for Airspace Infringement Risk Reduction. A summary of the responses received from the States has been compiled in a separate report (EASp implementation in the States).</p>	20 responses received	MS	Rodrigo Priego	Continuous action	Status request sent to 35 focal points. 20 responses have been received	<a href="#">Link to EASp implementation in the States</a>

## SUMMARY



# EMERGING ISSUES

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 RPAS further regulation.	Development of IR for the operations of UAS-RPAS.	EASA	2012-2014 2013-2016	R (MDM.030) (RMT.0229)	Opinion/Decision
EME1.4	Operations with Very-high-performance aircraft.	Review of Implementing Rules in relation to the operation of Very-high-performance aircraft.	EASA	2012-2015 2014-2017	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 the BA 609 certification process	EASA	2012-2015 2013-2016	R MDM.070 RMT.0286	Opinion/Decision
EME1.6	Suborbital planes regulation.	Regulate sub-orbital planes.	EASA	2012-2014	R MDM.098 RMT.0396	Opinion/Decision

Implementation						
Update	Status	Lead	POC	According to PLAN?	Reasons for deviation	Deliverable(s)
More than 700 methods have been reviewed by the FAST in Phase 1 of the project started in 2011. The methodology was delivered to the EASAC in Nov 2012	Completed	E2/E6	Michel Masson Yves Morier	On-schedule	No deviation	Methodology
<p><b>May 2012:</b> A concept paper to clarify the scope is under development and expected to be finalised in September 2012. The paper will be used to approach existing groups after an exploration of the activities they carry out. This concept paper will take into account: the paper presented to EASAC at its September 2010 meeting (a picture of future air transport 2025), the roadmap to a single European transport area-towards a competitive and resource efficient transport system, the flight path 2050, the common picture of the future developed by FAST as a by-product of their main task on EME 1.1, the work performed by the Cambridge students (Market research and analysis of the aviation industry and impact on EASA) and ACARE work.</p> <p>Delays have been encountered in the drafting of the scoping paper: the date of September 2012 is more realistic</p>	Started	E6	Yves Morier	Less than one year late	Approaching other organisations is likely to occur early 2013	
Task MDM.030 is due to start during 2013/Q1 and to end 2016/Q2. EASA Rulemaking is actively involved in the pre-rulemaking strategy phase. A concept paper will be available by the end of 2012. The main development of RPAS is outside EASA scope either because they are below 150kg or because they will be used for custom, police and search and rescue. The activity is synchronised with the activities of other key players in this area, in particular ICAO. RMT title changed to 'RPAS further regulation' to align with ICAO terminology.	Started (pre-rulemaking phase)	R	Jean-Marc Cluzeau	On-schedule	No deviation	
<p>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'. Preparatory work to start early 2013: 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).</p> <p>Completion of the task falls outside the EASp time framework. The action will be re-scoped to focus on work done before entering the formal rulemaking process.</p>	Not started	R	Jean-Marc Cluzeau	On-schedule	No deviation	
Task MDM.070 starts during 2013 and should end during 2016 (2017 for the AMC). 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. A preparatory study is most likely to be undertaken in 2012. New timing is aligned with certification - no such aircraft are yet certified.	Not started	R	Jean-Marc Cluzeau	On-schedule	No deviation	
Pre-RIA and ToR drafted, submittal to SSCC 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 currently drafting 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 should start in 2012 and should end in 2014.	Started	R	Eric Sivel	On-schedule	No deviation	

# EMERGING ISSUES

Emerging Issues						
No.	Issue	Actions	Owner	Dates	Type	Deliverable (Measure)
EME1.7 <b>NEW</b>	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
<b>2. Environmental factors</b>						
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	2011 <b>2012</b>	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
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 <b>NEW</b>	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 <b>NEW</b>	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
<b>3. Regulatory and oversight considerations</b>						
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

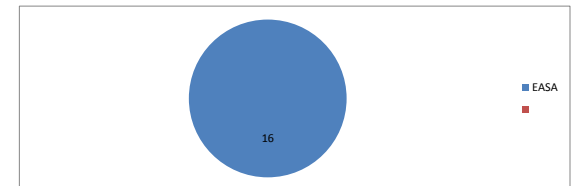
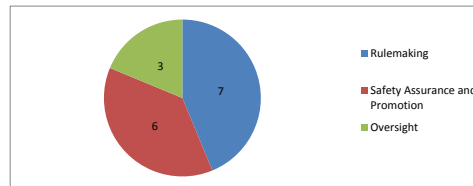
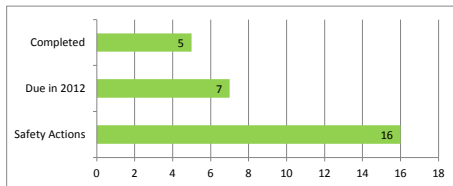
Implementation						
Update	Status	Lead	POC	According to PLAN?	Reasons for deviation	Deliverable(s)
Report on CODAMEIN Phase 1 available on EASA website. A 2nd phase of tests is on-going, updated report available by 2012/Q4	Completed	E2.3	Emmanuel Isambert	On-schedule	No deviation	<a href="#">Project report</a>
<b>May 2012:</b> 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 have been prepared for the WEZARD (Weather hazards for aeronautics) workshopn 30 May / 1 June The TOR for the network will take into consideration the outcomes of this discussion and will be finalised in September 2012.	Completed	E6	Yves Morier	On-schedule	No deviation	
<b>May 2012</b> This action is dependant on the findings of the network.	Not started	E6	Yves Morier	On-schedule	No deviation	
<b>May 2012:</b> This action is dependant on the findings of the network.	Not started	E6	Yves Morier	On-schedule	No deviation	
The 1st Interim Report was received in April 2012. A final report is expected in 2012/Q4.	Completed	E2.3	Werner Kleine-Beek	On-schedule	No deviation	<a href="#">Project Memo</a>
Two SIBs have been published on 23 May: - Effects of space waether on Aviation (2012-09) - Single Effect Event effects on aircraft systems caused by Cosmic Rays (2012-10)	Completed	E6	Yves Morier	On-schedule	No deviation	<a href="#">SIBs</a>
<b>Dec 2011:</b> Regulatory compliance verification is performed in accordance with the Standardisation Inspection Annual Programme (SIAP) which takes into account not only pre-set time interval of routine inspection but also some risk based criteria (already applied for SIAP 2011 and more systematically for SIAP 2012). In scope of pro-active standardisation the topics for standardisation meeting are selected with the aim to address the issues which need in depth discussions, clarifications and agreement (e.g. 2011 agenda items). 50% of Team members are from inspectors seconded from NAAs. The 2010 Standardisation Annual Report introduced for the first time the regulatory feedback information based on the results of 2010 standardisation inspections. Feedback is also ensured on a regular basis through direct involvement of R officers in FCCs and standardisation meetings.	Started	S.1	Thomas Mickler	On-schedule	No deviation	

# EMERGING ISSUES

Emerging Issues						
No.	Issue	Actions	Owner	Dates	Type	Deliverable (Measure)
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 <b>NEW</b>	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

Implementation						
Update	Status	Lead	POC	According to PLAN?	Reasons for deviation	Deliverable(s)
<b>Dec 2011:</b> As of July 2010 the 736 methodology was uniformly applied in all current fields in the standardisation inspection scope; however certain transition flexibility measures for some new fields (OPS, FCL) had to be introduced. In 2011 further streamlined and harmonisation is in progress. In 2012 ATM/ANS field will be integrated and by 2014 aerodromes. With the advent of new IRs the std methodology will be fully harmonised across all fields.	Started	S.1	Thomas Mickler	On-schedule	No deviation	
<b>Dec 2011:</b> In 2011 an internal working group was established to identify and develop the necessary building blocks of a future CMA. A Confidence Model based on safety relevant indicators has been developed and is currently being tested/validated. A Country Status Report & Country Co-ordinators have been established to improve the reporting mechanism and prepare for the implementation of the new concept and to address findings raised by the IAS.	Started	S.1	Thomas Mickler	On-schedule	No deviation	
The SMICG has started work on the competencies required for inspectors to evaluate SMS effectiveness when they oversee organisations. The work is expected to finish in 2014.	Started	E2	Rodrigo Priego	More than one year late	Action transferred to the SMICG	

## SUMMARY



# HUMAN FACTORS AND HUMAN PERFORMANCE

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	2011-2012	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 human factors activities.	ECTRL, ANSPs	2011-2014	SP (ESP+)	Best Practices

Implementation						
Update	Status	Lead	POC	According to PLAN?	Reasons for deviation	Deliverable(s)
The HF strategy has been finalised by the EHFAG and presented to EASAC on September 2012. The strategy contains the key HF principles from which a more comprehensive action plan will be developed.	Completed	EHFAG	Simon Roberts	On-schedule	None.	HF Strategy to be published here.
An action plan is in preparation and scheduled to be delivered in September 2013. Three initial actions have been incorporated in EASp 2013-2016.	Started	EHFAG	Simon Roberts	Less than one year late	Strategy (HFP1.1) was delivered in 2012. Transforming it into an action plan requires some time.	
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	Started	ECTRL	Tony Licu	On-schedule	None	<a href="#">Human Performance in ATM</a>

## SUMMARY

