



EASA
European Aviation Safety Agency

Annual Safety Recommendations Review 2014

ENCASIA meeting 12 May 2015

Your safety is our mission.

An agency of the European Union



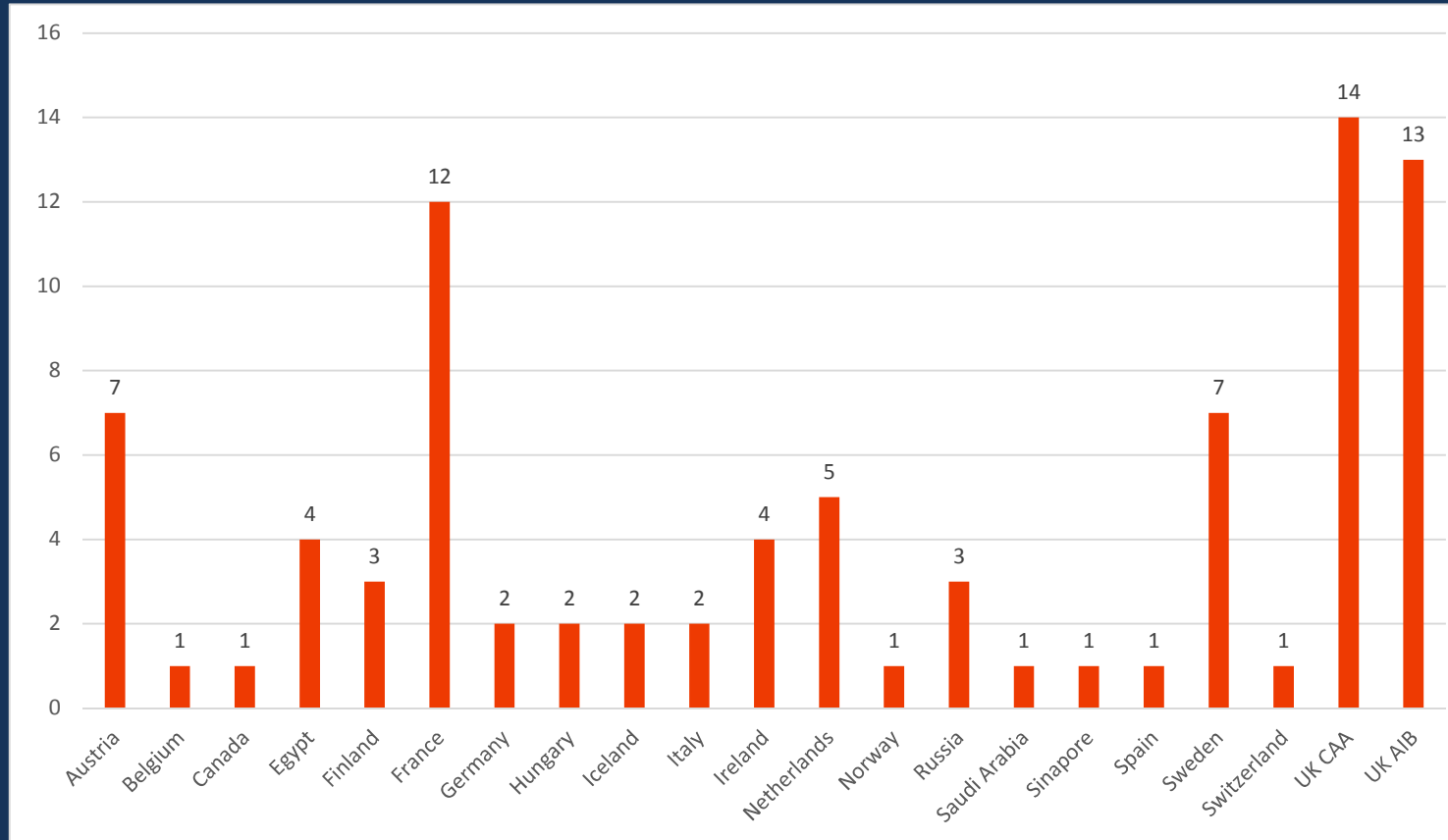


Title presentation

- Introduction
- Overview of SRs in 2014
 - Received in 2014
 - Origin
 - Thematic distribution
- SRs replied
 - Replied in 2014
 - Safety issues processed and actions taken in 2014
 - Conclusions and way forward
- Annexes



Safety recommendations received in 2014





Thematic distribution of SRs received in 2014

➤ Products

62 out of 88 recommendations with 18 of them addressing in particular a change in rules governing product certification.

- Systems for low speed situations awareness associated with relevant training
- Flight director coherence with autopilot engagement
- Emergency evacuation
- Cabin air quality impact on health
- Unexpected Behaviour on ILS glide slope
- Rotorcraft, related to continued Airworthiness and the CAA UK study on off shore operations
- GA, fuel flow indicators, low fuel warnings and light weight a/c FDRs



Thematic distribution of SRs received in 2014

➤ Air Operations & Flight Crew Training

19 recommendations received in 2014

- Guidance to operators to limit successive approaches to an aerodrome
- Revisit command courses for aircrew
- Review process by which AOC is granted
- Evaluate the risks and propose procedures in case of personal electronic devices induced fires in cabin



Replies issued in 2014

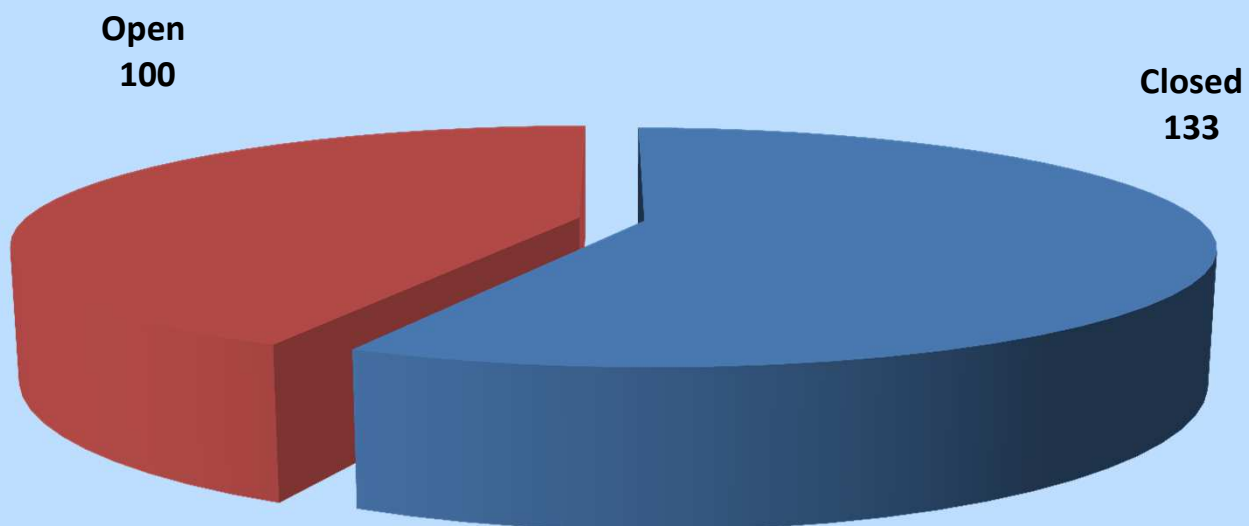
233 Replies :

133 Closing

100 Updating

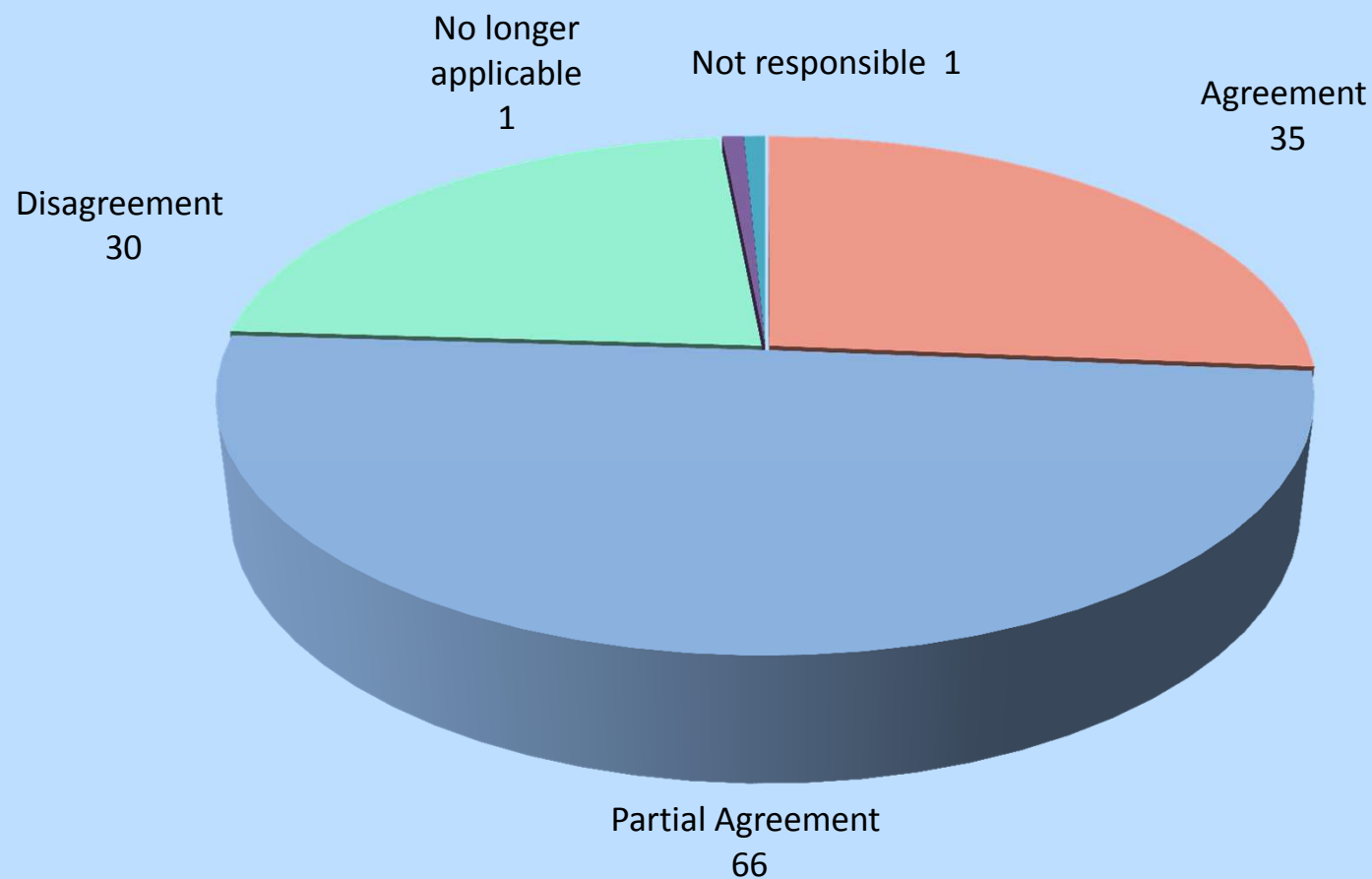


Replies issued in 2014





Replies issued in 2014





Safety issues processed and actions taken in 2014

Aircraft equipment

Air Operations

Flight Crew Training



Safety issues processed and actions taken in 2014



- Situational Awareness/ flight path management under unusual conditions
- EASA actions
 - Review training in unexpected and/or abnormal conditions (FSTD)
 - SIBs
 - Loss of control and avoidance recovery training



Safety issues processed and actions taken in 2014



- Increased reliance on aircraft automation by flight crews
- EASA actions
 - Reinforcement of training on Crew Resource management



Safety issues processed and actions taken in 2014



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Safety issues processed and actions taken in 2014



➤ Ice contamination of aircraft critical surfaces

➤ EASA actions

Amend CS-25 to address sensitivity of some aeroplane designs to slight ice contamination



Safety issues processed and actions taken in 2014



➤ Aircraft localisation in emergency situations

➤ EASA actions

Issue of Opinion 1/2014 (May 2014):

- Extension of CVR duration
- Extension of ULD transmission time from 30 to 90 days
- Alternative means to locate the point of end of flight in case of accident



Safety issues processed and actions taken in 2014



- Aircraft localisation in emergency situations
- EASA actions
 - Expansion of the conditions of carriage of FDRs



Safety issues processed and actions taken in 2014



➤ Helicopter off shore operations

➤ EASA actions

Launching of rulemaking task to review existing rules on a broad range of helicopter ditching, water impact and survivability issues to propose changes to CS-27 and CS-29.

Note: *Expected enhancement of pilot training through the Operational Suitability Data effective in 2014*



Safety issues processed and actions taken in 2014



- Unexpected autopilot behaviour on Glide slope interception
- EASA actions
 - Raise of awareness (SIB 2014-07 & SIB 2014-17)
 - Review of possible technological development for landing systems



Safety issues processed and actions taken in 2014



- Fire in cabin induced by Personal Electronic Devices
- EASA actions
 - publishing of new reviewed GM for CAT, NC operations and SPO with reference to ICAO Doc 9481 providing detailed cabin crew check lists for handling PED induced fires



Safety issues processed and actions taken in 2014



➤ Erroneous data input

➤ EASA actions

- Publish amended AMC related to Electronic Flight Bags including protection from erroneous data inputs.



Conclusions and way forward

- The number of safety recommendations is maintained at a high level after 2009
- EASA is reviewing SRs processes to ensure better internal coordination , faster decisions and effective follow-up until completion of the safety actions.



Conclusions and way forward

- Urgent safety issues are escalated to ensure coordinated prompt reaction
- Procedure to allow safety issues raised through SRs to contribute to identification of the Union wide safety issues.