



EASA
European Aviation Safety Agency

Review of EASp actions during Standardisation inspections

Gian Andrea Bandieri

Flight Standards Policy & Planning department

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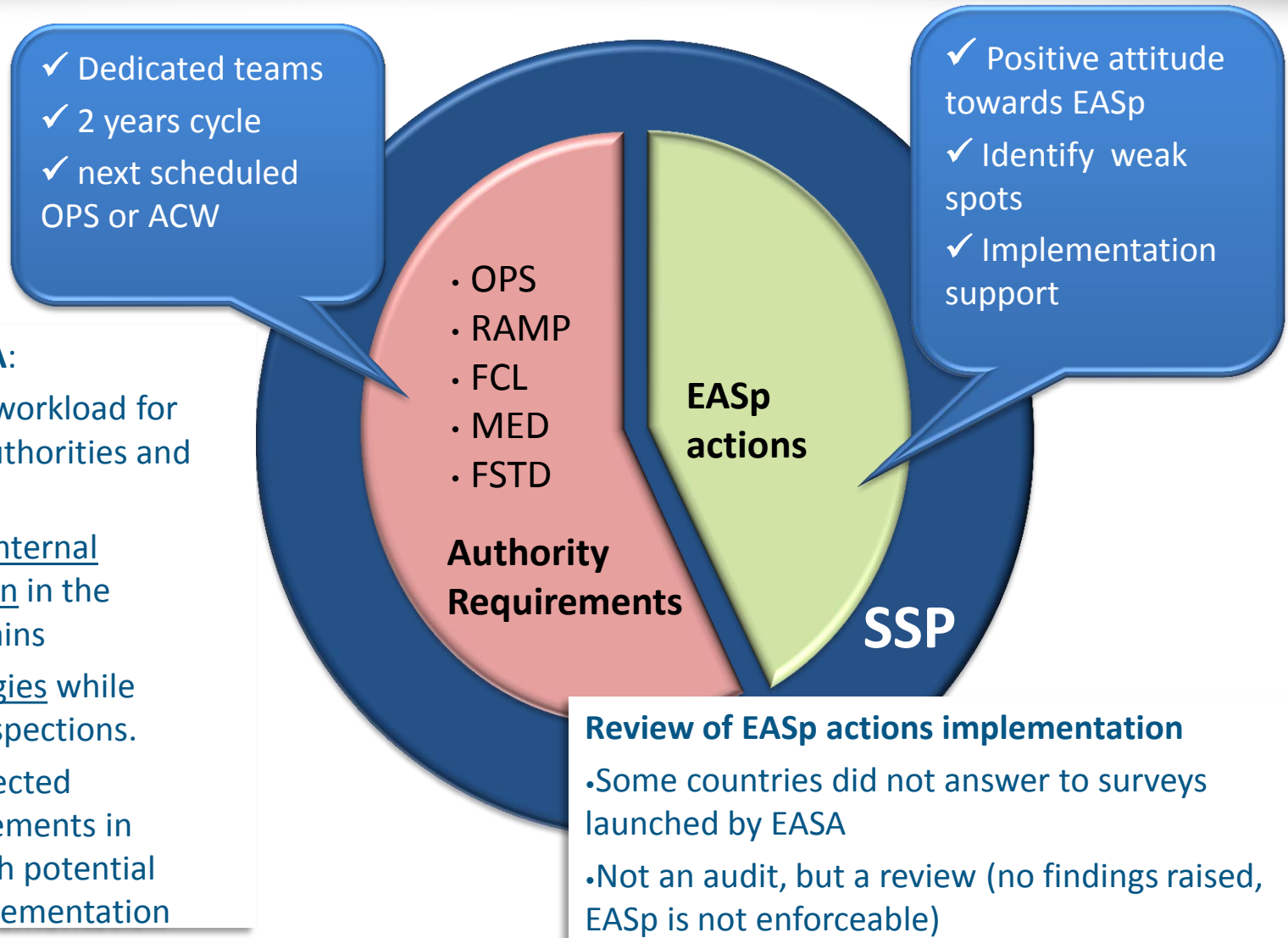
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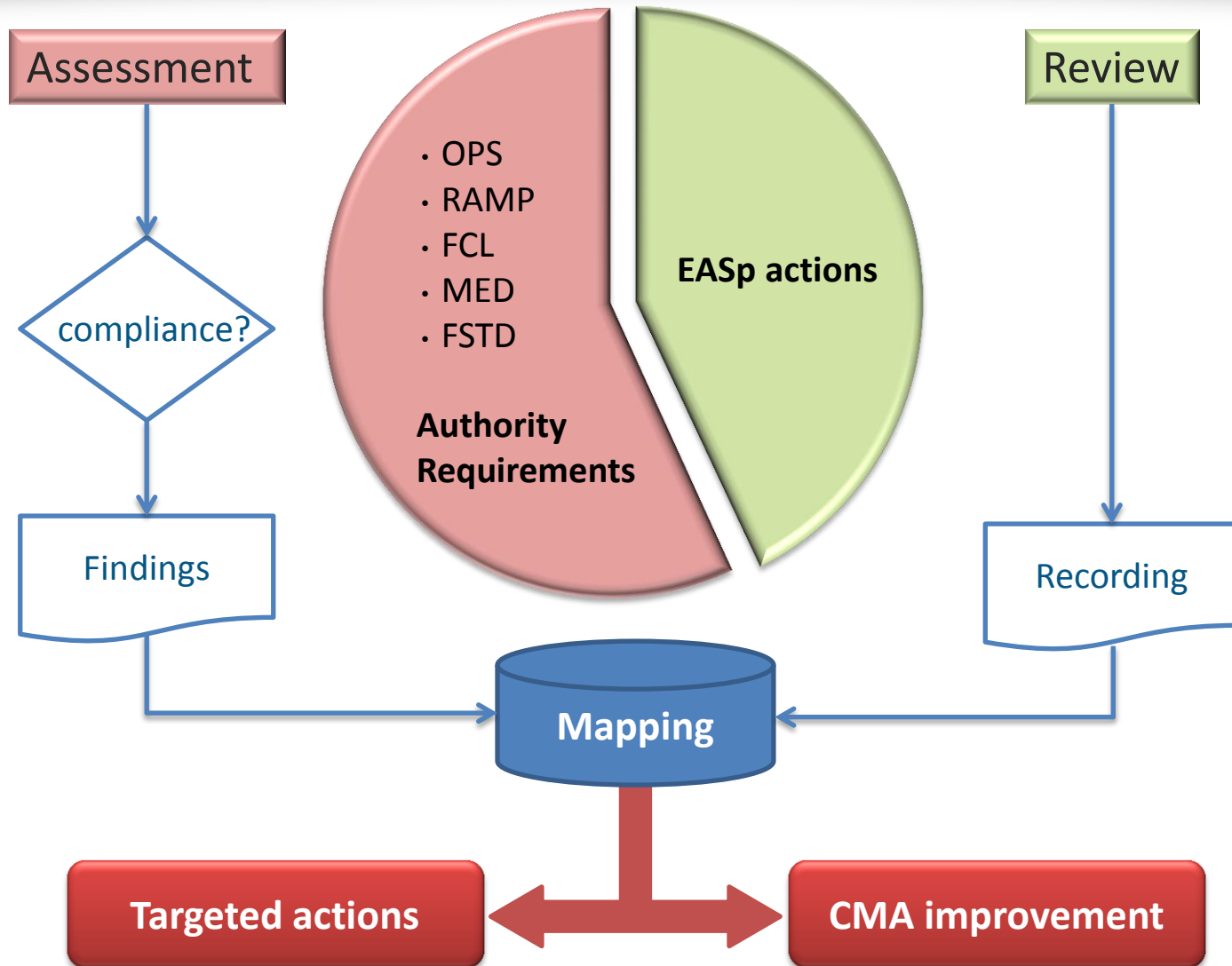


A joint assessment





Outcome





EASp, the actions

Action#	Risk	Action
SYS1.7	SSP are not consistently available in Europe	Member States to give priority to the work on SSP
SYS2.7	Promotion of SMS.	Encourage implementation of promotion material developed by ESSI Teams (ECAST, EHEST and EGAST) and SMICG .
SYS3.11	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.
SYS5.9	Unavailability of adequate personnel in Competent Authorities	Promote the concept of 'pooling' available expertise among NAAs in order to make subject matter experts available in a cost effective way, to those States that need resources
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.
AER1.9	Runway excursions	Member States should address the recommendations made by the EAPPRE via their SSPs in coordination with service providers and industry organisations.
AER2.1	Airspace infringement risk.	MS should implement actions of the European Action Plan for Airspace Infringement Risk Reduction.

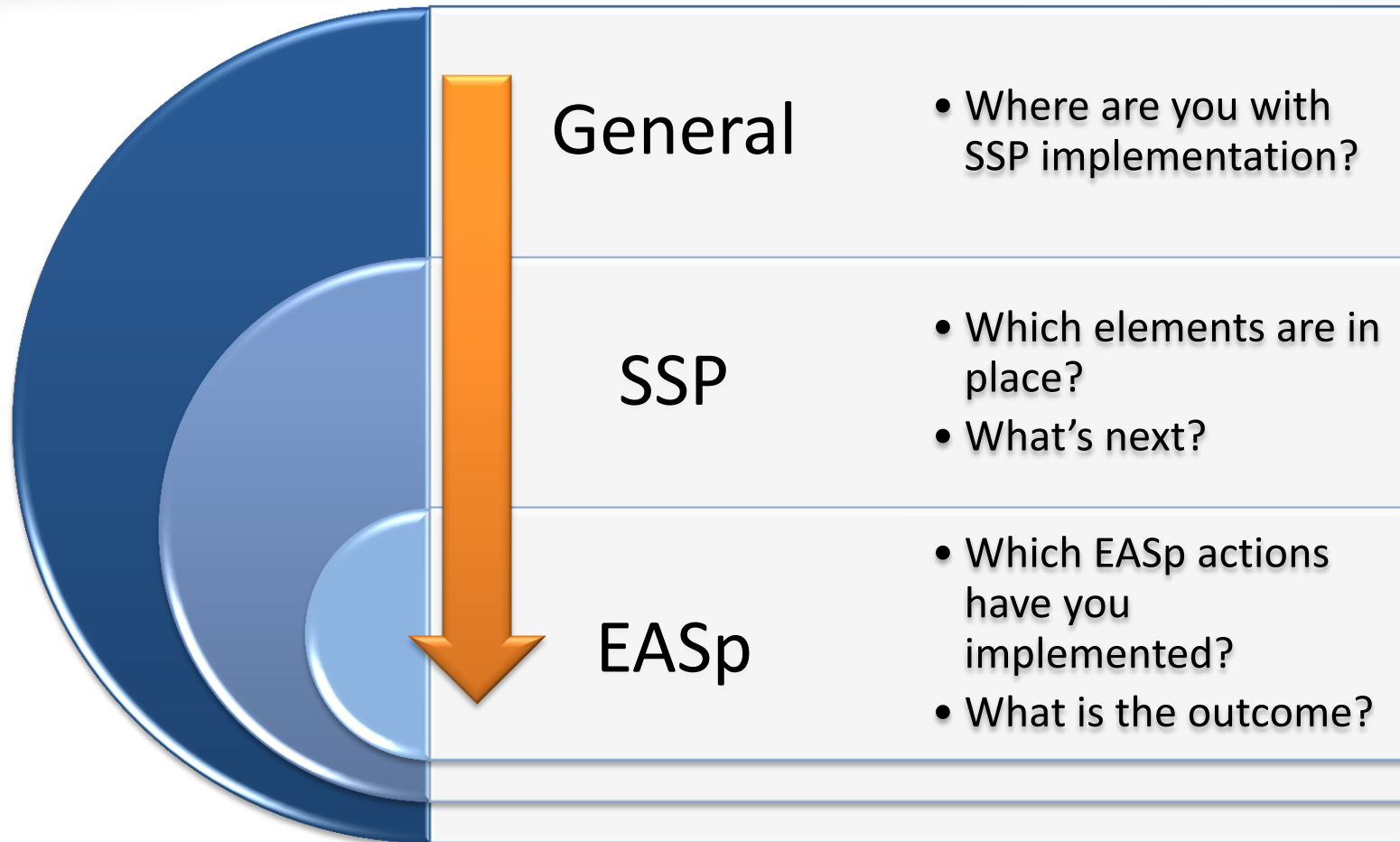


EASp, the actions

Action#	Risk	Action
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.
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.
AER5.2	Runway incursions.	MS should implement actions suggested by the European Action Plan for the Prevention of Runway Incursions.
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.
AER6.2	Uncontrolled fire, smoke or fumes on-board aircraft.	Safety Issue shall be addressed by the MS on their SSPs. This will include as a minimum agreeing a set of actions and measuring their effectiveness.
HE1.3	Further implement EHEST recommendations.	NAA's in partnership with industry representatives, to organise Helicopter Safety events annually or every two years. The EHEST materials could be freely used and promoted.
GA1.5	Airspace infringement risk in general aviation.	National authorities should play the leading role in establishing and promoting local implementation priorities and actions.



EASp review



No finding will be raised, but the review will be recorded



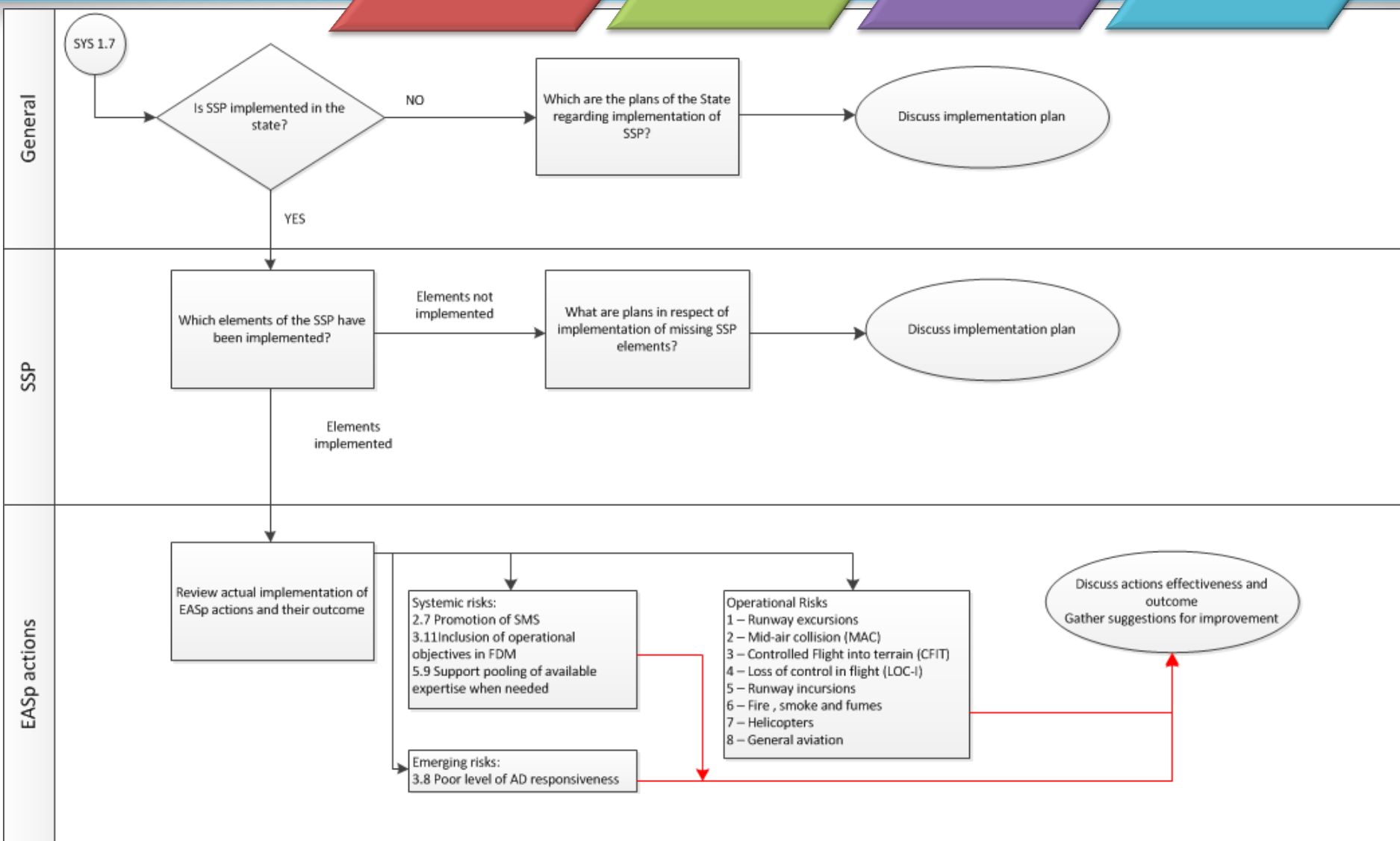
How?

Preparation

Visiting

Reporting

Follow-up





How to review

Review, not Assessment

- We are **observing** and taking note
- No challenge of effectiveness

SAMPLING CRITERIA

All SYS actions:

Action#	Risk
SYS1.7	SSP are not consistently available in Europe
SYS2.7	Promotion of SMS.
SYS3.11	FDM programmes priorities do not consider operational issues identified at the European and national levels.
SYS5.9	Unavailability of adequate personnel in Competent Authorities

Prioritisation of operational issues:

CAT

- 1) LOC
- 2) CFIT
- 3) Runway safety (RE/RI)

Other

- 4) Helicopter operations
- 5) General aviation



Preparation

- Retrieve information already provided to EASA, [here](#)
- Send it along with NOI
- Request to CONFIRM and/or UPDATE
- Determine scope of on-site activity
- Reflect it on the SIP
- X-check with SIS

C



Visiting phase

Visiting

If implemented:

- Review implementation of actions, as reported
- Take note of the implementation
- Ask for any difficulty or suggestion for improvement
- Discuss next steps, as appropriate

If NOT implemented:

- Ask for any difficulty or suggestion for improvement
- Discuss next steps, as appropriate

Lesson period to which national authorities should encourage compliance with		
J	K	L
The Belgian CAA (BCAA) has periodic consultative meetings with representatives of the ANS Service Provider, the aircraft operators and the certified airports to communicate and debate the achievements related to the Belgian Safety Plan. SMICG material and ESSI leaflets are also promoted during these meetings. The BCAA has also established a direct link to the ESSI material (EHEST and EGAST leaflets and ECASST SMS material) and SMICG material on the BCAA's website.	Implemented Partially implemented Planned Not applicable	
1. One offshore helicopter operator was encouraged to implement FDM on its fleet, this will (probably) become a requirement under the EASA OPS SPA, offshore approval. The BCAA participates at EAFDM meetings & drafting of documents. Guidance for National Aviation Authorities Setting up a National Flight Data Monitoring Forum will be a good supporting document to guide the BCAA to set-up a forum with the Belgian operators. 2. Operators were requested to identify their FDM events related to the EASp top list.	Implemented Partially implemented Planned Not applicable	
Reported Occurrences: • CAT Runway excursion and overrun events: 2010:0, 2011:0, 2012:0, 2013:0 • Unstable/de-stabilised approaches: all 2010:42, 2011:71, 2012:52, 2013:57 proportion that continues to land: 2010:13, 2011:41, 2012:26, 2013:22 • Deep landing events: 2010:0, 2011:1, 2012:2, 2013:5 • High-speed rejected take-off events: 2010:3, 2011:2, 2012:1, 2013:0		
	Implemented	



Reporting and Follow-up phase

Reporting

- Inspected MS to update EASA through existing communication line (Sinapse)
- X-check with data collected on site
- Summarize information for the draft Final Report
- Transfer information to SM2.1 as appropriate

Follow-up

- SM2.1 in charge
- Provide support as requested



EASp review on tour

Where	When
IS	20-24 April
CH	20-24 April
SI	20-24 April
HU	4-8 May
FR	18-22 May
CZ	18-22 May
LT	8-12 June

Where	When
LV	7-11 September
DK	7-11 September
BE	21-25 September
PT	12-16 October
EE	26-30 October
IT	16-20 November



Outcome so far

The review has confirmed the level of implementation already reported to EASA. In particular, the Safety Risk Management system demonstrated a well-established collective analysis of occurrences together with good way communication channels, both internally and with the industry.

The publication of the implementation of the SSP for the end of 2010.

The Ministry of Transport is the identified SSP Place Holder, Organisation and Accountable Executive although there are discussions to migrate this to the Authority.

There is currently no SSP team but is planned by the CAA, in case the responsibilities are transferred to them.

Many of the actions in phase 1 are planned in the internal document "Conception for the implementation of SSP at the CAA" but other than that there are no further evidences or documents supporting this plan.

One document has been drafted and includes an action plan of the implementation elements of the SSP. The action plan also includes all the recommendations contained in the EASp. This document is included in a national regulation that is planned to be enacted in May 2015.

As a result, the SSP is at a very early stage of implementation as some elements of the Phased Approach have yet to commence. For example, the Accountable Executive and an SSP Implementation Team have not yet been established.

Since 2012, the implementation system (safety management system) includes ESSI material, regular yearly reviews, internal and external audits, and those to be approved. The SSP is not in place, no responsible person appointed, future plans unknown.

SSP not in place, no responsible person appointed, future plans unknown



EASA
European Aviation Safety Agency

Your feedback?
How did you like it?

for further information: gian-andrea.bandieri@easa.europa.eu

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