



EASA

European Aviation Safety Agency

Strengthening Collaborative Safety Activities in Europe

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Historic Collaborative Safety

- European Strategic Safety Initiative
 - ECAST – Commercial Aviation
 - EGAST – General Aviation
 - EHEST – Helicopters
- European Human Factors Advisory Group
- Network of Analysts
- Roles of all groups in supporting the EPAS was not clearly defined
- New Safety Risk Management process is leading to a more clearly defined collaborative process



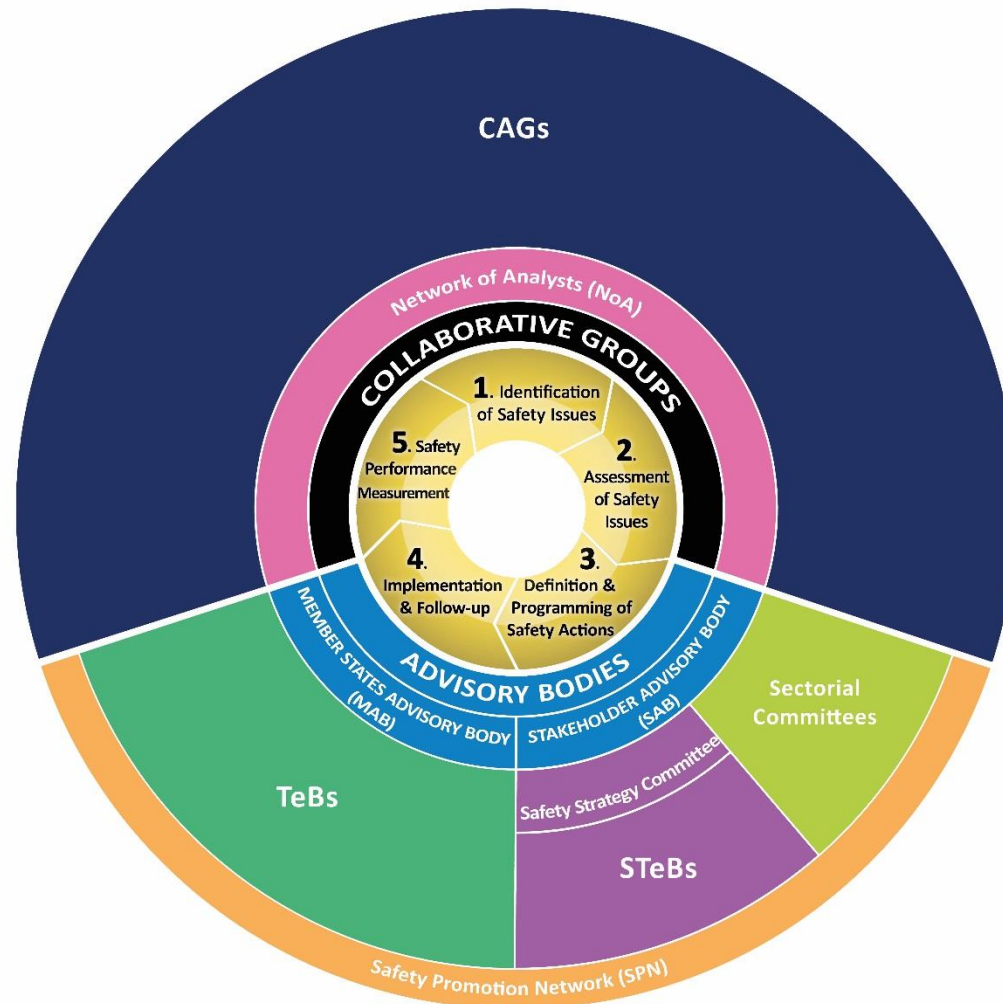
Introducing CAGs and the SRM Process

- CAGs – Collaborative Analysis Groups
- Objective: Provide a collaborative mechanism for EASA, NAAs and industry to support a **data-driven** approach to safety in support of the EPAS






CAGs and the Advisory Bodies





CAGs - Managing the Safety Risk Portfolios

	Outcome Percentage of Fatal Accidents (2006-2015)	199				47%	15%	9%	6%	3%	3%	1%	1%
	Outcome Percentage of Non-Fatal Accidents (2006-2015)	1,643				8%	1%	17%	2%	19%	4%	25%	12%
	NON-COMMERCIAL OPERATIONS - AEROPLANES				Total number of accidents in 2011-2015 per safety issue	Key Risk Areas (Outcomes)							
	Safety Issues	Incidents (ECR data)	Serious Incidents	Total Accidents	Fatal Accidents	Aircraft Upset in Flight	Terrain Conflict	Engine Failure	Airborne Conflict	Other System Failures	Obstacle Conflict	Abnormal Runway Contact and Excursions	Aircraft Upset on Ground
Operational	Detection, Recognition and Recovery of Deviation from Normal Operations	45	10	372	84	•	•	•	•	•	•	•	•
	Maintaining Adequate Separation Between Aircraft on the ground and in the air	1,347	32	308	26	•	•	•	•	•	•	•	•
	Operation in Adverse Weather Conditions	120	7	190	24	•	•	•	•	•	•	•	•
	Intentional Low Flying	16	1	18	11	•	•	•	•	•	•	•	•
	Pre-Flight Preparation/ Planning and In-Flight Re-Planning	72	3	44	8	•	•	•	•	•	•	•	•
	Aircraft Loading and Balance	–	–	4	2	•	•	•	•	•	•	•	•
	Hard landings due to incorrect action and perception of the situation	46	5	225	1	•	•	•	•	•	•	•	•
	Unstabilised Approach	8	2	39	1	•	•	•	•	•	•	•	•
	Aircraft Maintenance	21	3	11	1	•	•	•	•	•	•	•	•
	Prevention and Resolution of Conflict with Aircraft Not Fitted With Transponders	26	2	2	1	•	•	•	•	•	•	•	•
	Control of Manual Aircraft Flight Path	–	–	29	–	•	•	•	•	•	•	•	•
	Birdstrikes	112	1	12	–	•	•	•	•	•	•	•	•
Technical	Diagnosis and Management of Engine Failures in Flight	25	4	25	2	•	•	•	•	•	•	•	•
	Management of Landing Gear System Malfunctions	374	16	385	–	•	•	•	•	•	•	•	•
Human	Flight Crew Perception and Awareness Decision Making and Planning	–	4	59	7	•	•	•	•	•	•	•	•
	Use and Adequacy of Rules and Procedures (incl. Checklists)	–	1	12	1	•	•	•	•	•	•	•	•
	Knowledge and Competency of Individuals	–	–	22	–	•	•	•	•	•	•	•	•
	Pressure during operation	–	–	3	–	•	•	•	•	•	•	•	•
	Navigation during operation	53	2	–	–	•	•	•	•	•	•	•	•



➤ Main CAG Tasks

- Identification and assessment of emerging and candidate Safety Issues (e.g. Unruly Passengers)
- Definition of analysis tasks and risk assessment
- Sharing of data and intelligence to support analysis
- Assessment of Safety Issues in the Domain Safety Risk Portfolios
- Monitoring of Safety Performance
- Supporting collaboration on methods for analysis and risk assessment



Outputs

➤ Safety Risk Portfolios

- Highlighting the Key Risk Areas (Outcomes) to be prevented in each domain
- Safety Issues

➤ Reports

- Candidate Safety Issue Assessment
- The assessment of Safety Issues or Key Risk Areas with prioritized safety action proposals for EPAS
- Performance monitoring through the EASA Annual Safety Review with CAG input



HF in the Collaborative Process

- HF needs to be tackled both at domain level but also transversally as a specialist discipline
- Need to work with the current EHFAG Members to evolve into a HF CAG
- HF CAG could provide long term way to coordinate HF with industry and NAAs
- At the same time HF CAG Members could/should also be members of the domain CAGs
- Potential need for specific transversal HF Safety Risk Portfolio



Establishment of CAGs

COLLABORATIVE GROUP PLANNING

NETWORK OF ANALYSTS

3 Times Per Year (Feb/ Jun/ Oct)
John Franklin and Ionut Florian

CAT Aeroplanes CAG
Established March 2016
3 Per Year (Mar/ Jun/ Oct)
John Franklin and Santiago Haya Leiva

Offshore Helicopters CAG
Established November 2014
2 Per Year (Jan/ Sep)
John Franklin and Richard Canis

Balloons CAG
Established March 2015
1 Per Year (Mar)
John Franklin and Yngvi Yngvasson

ATM CAG
To Be Established December 2016
3 Per Year (Mar/ Sep/ Dec)
John Franklin and Jose-Luis Garcia Chico

Other CAT/ AW Helicopter CAG
To Be Established in 2017 (EMS)
1 Per Year (TBD)
John Franklin and Richard Canis

GA Aeroplanes CAG
To Be Established December 2016
2/3 Per Year (Feb/ May/ Nov)
John Franklin and Yngvi Yngvasson

Aerodrome CAG
To Be Established February 2017
2 Per Year (Feb/ Sep)
John Franklin and Martin Bernandersson

GA Helicopters CAG
To Be Established in 2018
2 Per Year (TBD)
TBD

Gliders CAG
To Be Established March 2017
2 Per Year (Apr/ Oct)
John Franklin and Yngvi Yngvasson

CAW/ Maintenance CAG
To Be Established in late 2016
Frequency TBD
Owner TBD

UAS CAG
Concept/ Need to be Established
Frequency TBD
Owner TBD

Human Factors CAG
To be Established in Early 2017
Frequency TBD
Owner TBD



EASA
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Questions?

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