

Ramp-up Safety Week 21 to 24 June 2021

The event will start soon.....



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21 to 24 June 2021



Today - Session No.6

Thu 24 June
(1000-1130)
AMO/ CAMO

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Campaign and Safety Week Introduction

- The Ramp-up – Be Ready, Stay Safe Campaign was launched at the end of May to help organisations prepare for the Ramp-up – the package includes
 - Domain Ramp-up resources from EASA and others
 - Definition of "Be Ready" and "Stay Safe"
 - Examples of the key actions for each of the domain groups (ATM/ Aerodromes/ Air Ops/ CAMO etc)
 - Information on the domain safety issues
 - Safety posters
- EASA Ramp-up Safety Week provides dedicated sessions for each operational domain
 - Focus on skills and knowledge degradation and resilience of our management systems



EASA Post COVID-19 Ramp-Up Safety Week - 21-24 June 2021							together safety
Mon 21 June (1400-1530) Top Safety Issues	Tue 22 June (1000-1130) ATM/ANS Providers	Tue 22 June (1400-1530) Aerodrome Operators	Wed 23 June (1400-1530) Training Organisations	Wed 23 June (1000-1130) Air Operators	Thu 24 June (1000-1130) Maintenance Organisations	Thu 24 June (1400-1530) Get Ready Be Safe	
Introduction to Safety Week	Top Safety Issues Resources/Actions	Top Safety Issues Resources/Actions	Top Safety Issues Resources/Actions	Top Safety Issues Resources/Actions	Top Safety Issues Resources/Actions	Summary of Safety Week	
Top Safety Issues from Analysis	Maintaining Controller Skills and Knowledge	Ramping Up Operations & Managing Skills and Knowledge	Crew Skills and Knowledge	Managing Safety and Competence in Operations	Helping Staff Return to Work	Talking About Safety	
Be Ready, Stay Safe Actions					Returning Aircraft to Service	Safety Leadership	



Moderator :

Luis Pires

Senior Policy Officer / Airworthiness Expert

EASA Flight Standards Directorate

→ EASA published in April 2021 an updated review of safety issues (version 2). It contains new safety issues that have been identified since 2020

[Review of Aviation Safety Issues Arising from the COVID-19 Pandemic | EASA \(europa.eu\)](#)

→ Particularly relevant for maintenance activities:

- Effect of biocides on aircraft systems and structural components;
- Skills and Knowledge degradation due to lack of recent practice;
- Risk assessments based on previous normal operations no longer valid;
- The scale of aircraft storage and subsequent de-storage may lead to technical failures when aircraft are returned to service



Session 6 AMO / CAMO - Introduction



- To help industry to tackle these safety issues, EASA made available useful resources: guidance material, collaborative articles, SIBs, SDs

[EASA COVID-19 Resources | EASA \(europa.eu\)](#)

- Skills and Knowledge Degradation

<https://www.easa.europa.eu/community/topics/skills-and-knowledge-degradation>

- Risk Assessments Based on Previous Normal Operations are No Longer Valid

<https://www.easa.europa.eu/community/topics/risk-assessments-based-previous-normal-operations-are-no-longer-valid>

- De-storage of aircraft (Return to service of aircraft after storage: Guidelines in relation to the COVID-19 pandemic)

<https://www.easa.europa.eu/community/topics/destorage-aircraft>

- SIB 2020-14: Pitot-Static Issues After Storage due to the COVID-19 Pandemic

<https://www.easa.europa.eu/sites/default/files/dfu/sib-2020-14.pdf>



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We specifically focused this session on the two key challenges of **Skills and Knowledge degradation in the operational work force** and also the challenges with **bringing aircraft back from storage during the Ramp-up**.

This session will:

- Consider some of the practical challenges that AMOs/ CAMOs are facing at this stage of the crisis, particularly with regards to skills and knowledge degradation and de-storage of aircraft and what these mean in terms of specific practical problems.
- What specific experiences does each operator have, how have they talked about these challenges with their staff and what actions/ solutions have been implemented.

Session 6 AMO / CAMO Panel Members



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Manager Technical
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Melih Demir
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Thank you for your participation