



**EASA**  
European Aviation Safety Agency

# Identification and analysis of safety issues from SRs

*Annual EASA-CASIAs meeting, 13 April 2016*

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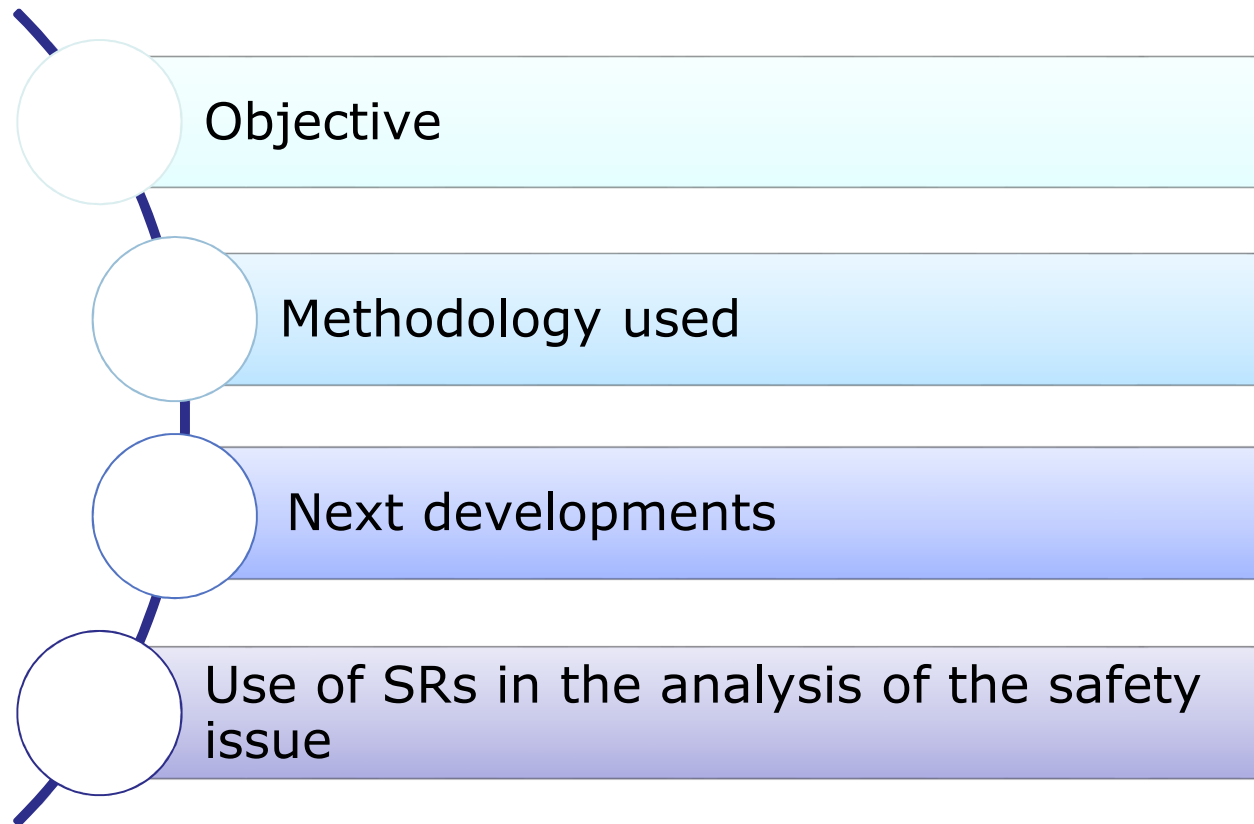
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# Contents





## Objective

To describe the use made by EASA of the SRs data, in conjunction with the results of the review of relevant reports and the contribution from experts, to populate the Safety Risk Portfolios.

*This activity is simply on top of the standard approach that requires the treatment of each individual SR received.*



## Methodology used

### Example for CAT FW

- Initial screening of all the SRs addressed to EASA
  - Boundary conditions: only those “Open”, or “Closed” with “Agreement” or “Partial agreement” final assessment.
  - No limit in timeframe applied.
- Final data set reduced to those considered of general interest and not specific for a Type or a system.
  - Concept of “*Global Concern*” applied as for ICAO definition.
  - A total of 316 SRs eventually filtered out.



## Methodology used

- All selected SRs have been carefully reviewed to identify at least one “main topic” in each SR
  - A total of **95 main topics** were identified.
  - Additional list of **114 “sub-topics”** described.
- The assessment of the above results allowed the identification of an initial set of 20 “safety issues”
- All available “main topics” have been cross-referenced with the “safety issues”



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## Methodology used

- The list of Safety Issues identified is not assessed quantitatively
  - 1 single SR can be more safety relevant than 20 on the same subject
  - A safety issue that refers to more main topics than others doesn't necessarily mean that is more safety relevant.
- The consistency of the outcome was consolidated through an iterative cross-check process with the review of LOC-I events in CAT FW (2009-2014).



## Next developments

- Prompted by the introduction of SRUR definition and concept.
- Synchronization between EASA customised database and EU SRIS.
- Extension of the screening to the SRs “Closed” with “Disagreement”.
- Extension of the screening to review the responses already provided.
- Review of the mitigating actions taken to assess their effectiveness.

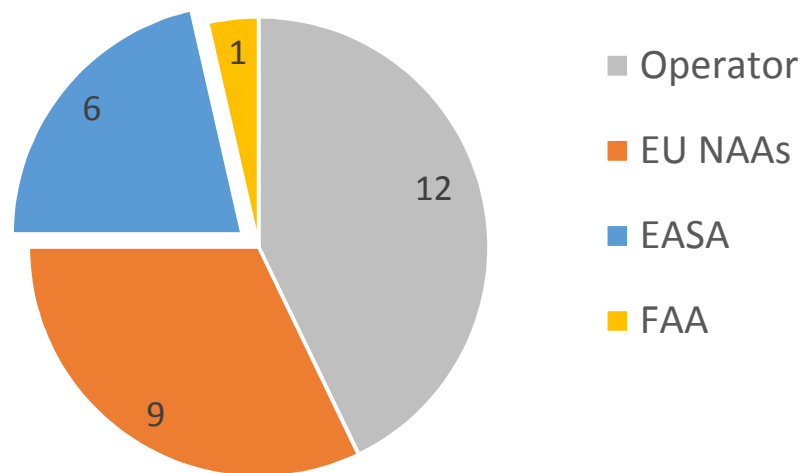




# Use of SRs in the analysis of the safety issue

## Ineffective CRM, communication and decision-making

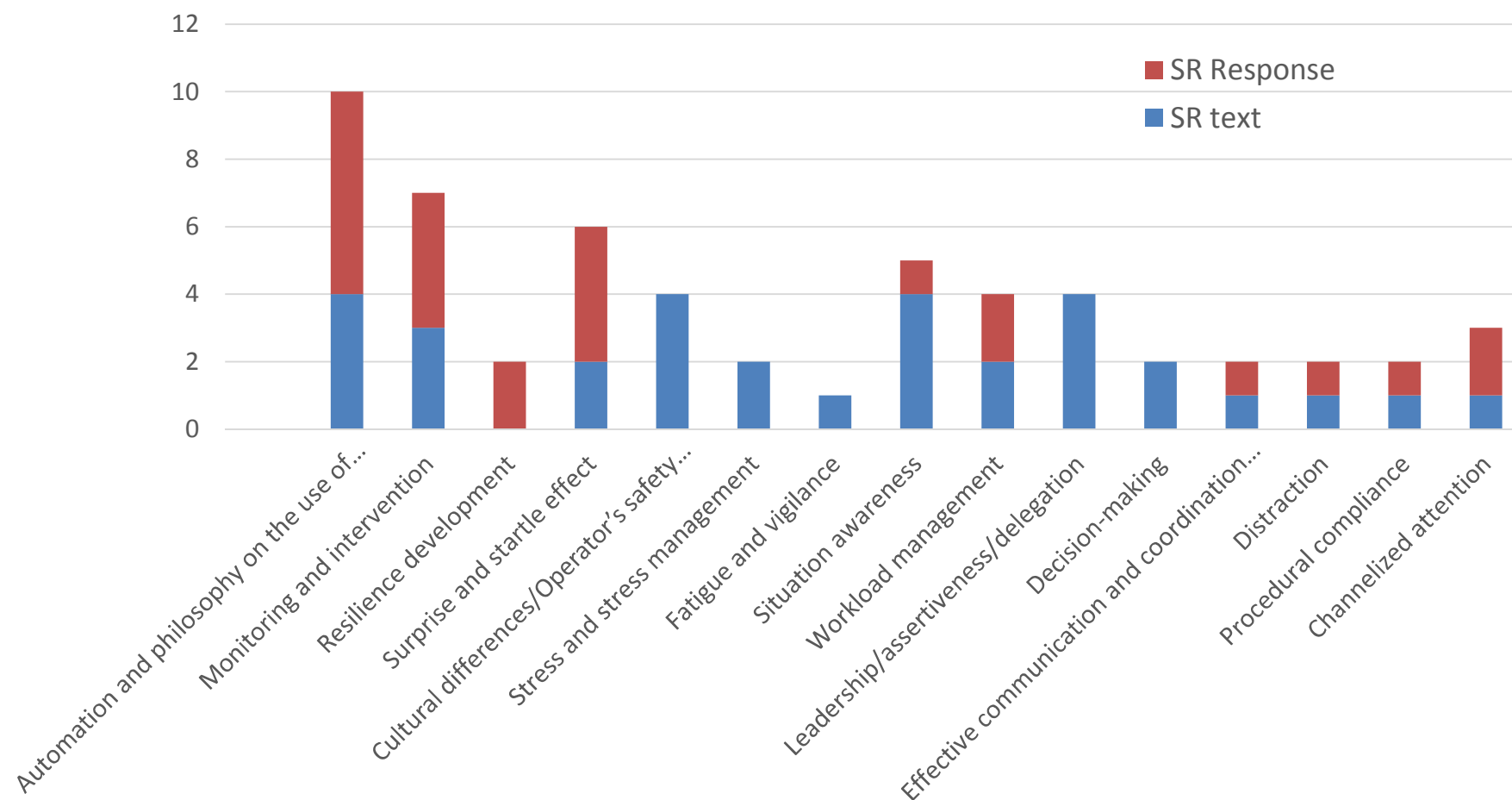
Distribution of SRs per Addressee





# Use of SRs in the analysis of the safety issue

Recurrent topics in SRs about CRM





# Use of SRs in the analysis of the safety issue

The results of this analysis allows:

- To *weigh* the request of the civil aviation community to further improve on the topic
- To *appraise* the effort already put by EASA on it
- To *evaluate* the most recurrent topics in the context of the safety issue



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# Thank you for your Attention.

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