



EASA
European Aviation Safety Agency

Preventing Mid Air Collisions

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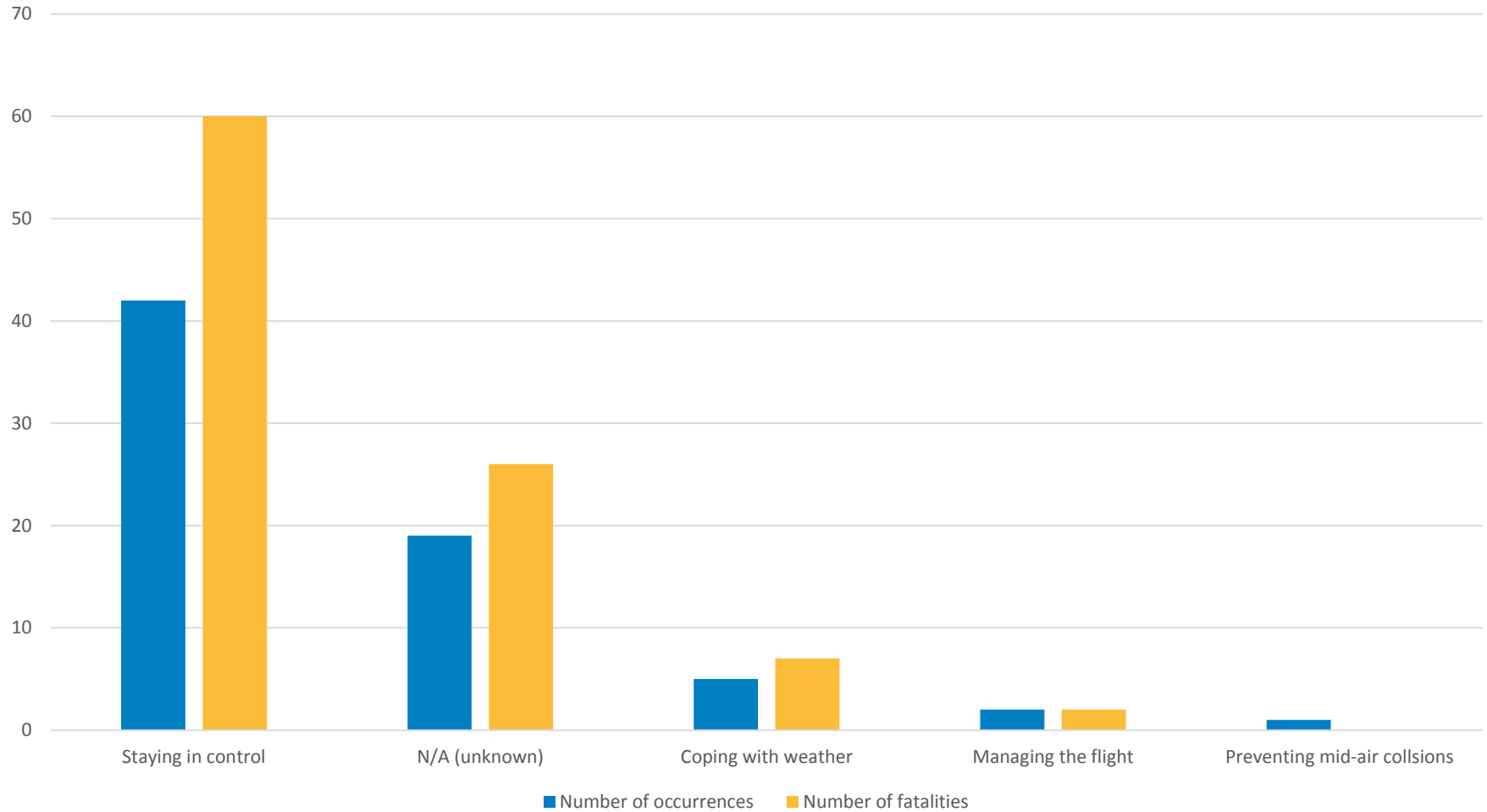
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Workshop Occurrences Provided





Safety issues

- Staying in Control
 - Flying skills, Pilot Awareness, Intentional Low Flying, Engine Failures, Stall in Final Turn or During Take-Off
- Coping with Weather
 - Entering IMC, Icing conditions, Carburettor icing, Weather information
- **Preventing Mid-Air Collisions**
 - **Airspace infringement, See and Avoid, Airspace complexity**
- Managing the flight
 - Navigation, Fuel Management, Forced landings



Key Safety Issues

- **Difficulties of mitigating the risk of M.A.C.** (compared to others)
- **Two different aspects (& solutions) to be considered:**
 - GA-GA mid-air collisions, most in the vicinity of aerodromes
 - Airspace infringements into controlled airspace (GA-CAT risk)
 - Lack of interoperability between technologies: FLARM, ADSB, etc.
- **Airspace design / complexity**
- **Pilot training, communication skills** “reluctance to contact ATC” + fear of punitive action



Ideas and Solutions - 1

➤ Use of existing technology:

- Awareness - training pilots on the principles of using technology correctly (**EPAS: Safety Promotion action**)
- Overcome the traditionalist approach of some authorities to pilot use of modern IT tools: digital maps and flight planning tools, traffic information devices (**EPAS: Focussed Oversight, Safety Promotion action**)
- Use of transponders – encourage “transponder on” if installed, raising awareness of the benefits (**EPAS: Safety Promotion action**)

➤ Development of new technology:

- Interoperability (ADS-B, FLARM, etc.) → RMT 0679 on SPI



Ideas and Solutions - 2

➤ **Communication skills:**

- Pilot communication skill - standardisation of the service provision (**EPAS: Focussed Oversight, Safety Promotion action**)

➤ **Role of the authority:** should work as a partner, principle of just culture

➤ **Training and information:**

- Online, in real aircraft, simulators, workshops and safety evenings. Stimulate dissemination of material and refresher training through authorities, associations, flying clubs, insurance companies. Train the trainer.



Ideas and Solutions - 3

➤ **Airspace design:**

- Complexity increases the risk. Airspace should be kept simple and overlapping of different airspace categories should be avoided. Bundling of traffic underneath busy TMAs in the vicinity of aerodromes (**EPAS: Safety Promotion action**)

➤ **Encourage proportionate approach to infringement:**

- Distinction between honest mistakes and deliberate misconduct. Danger of pilots switching off transponders.



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Thank you

Comments and questions are welcomed

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