



EUROPEAN AVIATION SAFETY AGENCY
AGENCE EUROPÉENNE DE LA SÉCURITÉ AÉRIENNE
EUROPÄISCHE AGENTUR FÜR FLUGSICHERHEIT

Towards the EASp 5th Edition

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17 June 2015, 6th EASp Summit

Your safety is our mission.







2014 Implementation Reports

Annex A – Status of all actions

EASp Status Report 2014

Systemic Issues						Implementation						
No.	Issue	Action	Owner	Due	Type	Deliverable (Measure)	Update	Status	Lead	According to PLAN?	Reasons for deviation	Deliverable(s)
Early Management Issues												
During early implementation												
SYS2.2	Comparable risk classification of events across the industry.	Propose a common framework for the re-classification of events in progress based on existing work. Develop European Risk Classification Scheme as mandated by Regulation (EC) 376/2014	NoA & MS	2014	SP	Study Report	This task has now been formalised in Regulation (EU) 376/2014, which mandates the development of the Common European Risk Classification Scheme by 2017. The TORs for the development group has been approved and the membership will shortly be agreed between EASA and the EC. The work will commence in 2015 and will be completed by 2016 so that the scheme can be captured in an Implementing Regulation to Regulation (EU) 376/2014.	Started	SM.1	More than one year late	Timeline adjusted to fit with new regulation (Reg 376/2014)	
Development of ERS with associated data stream												
SYS3.6	Continuous monitoring of ATM safety performance.	Develop and populate safety indicators to measure performance on ATM and disseminate general public information of the ANSP's performance through routine publication of achieved safety levels and trends.	EASA ECTRL MS ANSP SRC/SRU	2014 cont.	SP (MS+)	Publication of SPIs and safety levels/trends	On-going process of the Annual Summary Template (AST) reporting mechanism provides the main inputs to the deliverables. The public available material is found in the SRC Annual Safety Reports, Performance Review (PRB/PRR) and EASA (ASR-ATM Chapter) reports. For the purpose of developing the next PRB report, the AST data are being used for comparison and validation with data from the European data and reporting in Performance Monitoring. In addition, for the Safety KPI SPIs, RIs and ATM Specific (technical) Occurrences, the AST reporting mechanism is the main vehicle. The cooperation as mentioned and the validation of RAT application by Member States through the AST reporting remains for the upcoming Reference Period (RP2 2015-2019) and will remain under review with PRB and other partners. The EUROCONTROL Voluntary ATM Incident Reporting (EVAIR) function also provides valuable and alternative insight and data on ATC operations. Two EVAIR Safety Bulletins were issued in 2014 and another is in production.	Advanced	ECTRL	Continuous action	Extension of deadline to continue work. Continuous action.	EASA Annual Safety Review European ANSP Performance Scheme EVAIR
SYS3.7	All domains, except ATM, lack indicators and targets on key performance areas in order to achieve and maintain required safety levels.	Develop a roadmap for the introduction of a performance scheme explaining the context and problem definition, the objective, the options, an initial assessment of the impacts, and the consultations conducted.	EC	2015	SP	Study published	The Commission has launched a study to examine the possibility to introduce a safety Performance Scheme to all aviation domains as well the establishment of a prescriptive approach. The study will examine how this could be done using the lessons learned from the ATM scheme and taking into consideration the differing characteristics of the other domains whilst ensuring, where possible, a total system approach. It will also examine the issues to be overcome if the Commission decides to proceed, and assess the costs and potential benefits of any proposed solutions. The study will be published at the beginning of 2015 (an interim report has been issued). The results of this study will be taken into account in the context of the Impact Assessment preparing the revision of Regulation No 216/2008.	Advanced	EC	On-schedule	No deviation	
SYS3.9	Understanding of European wide operational issues.	The NoA will perform an analysis of the operational issues in the Safety Plan from the National Databases in the EASA Member States. This will be combined with any additional information found in the ECR.	NoA	continuous	SP	Report will be provided for each operational area	Following the publication of Regulation (EU) 376/2014 the role of the Network of Analysts has now been formalised in Regulation. In addition, the Regulation formalises the requirement for both EASA MS and the Agency to analyse safety data into a new European Safety Analysis Strategy that will be implemented in 2015 to continue the routine analysis and identification of safety risks.	Advanced	SM.1	Continuous action	No deviation	Annual Safety Review 2013



2014 Implementation Reports

Annex B – Actions led by States

EASp Implementation in the States - 2014

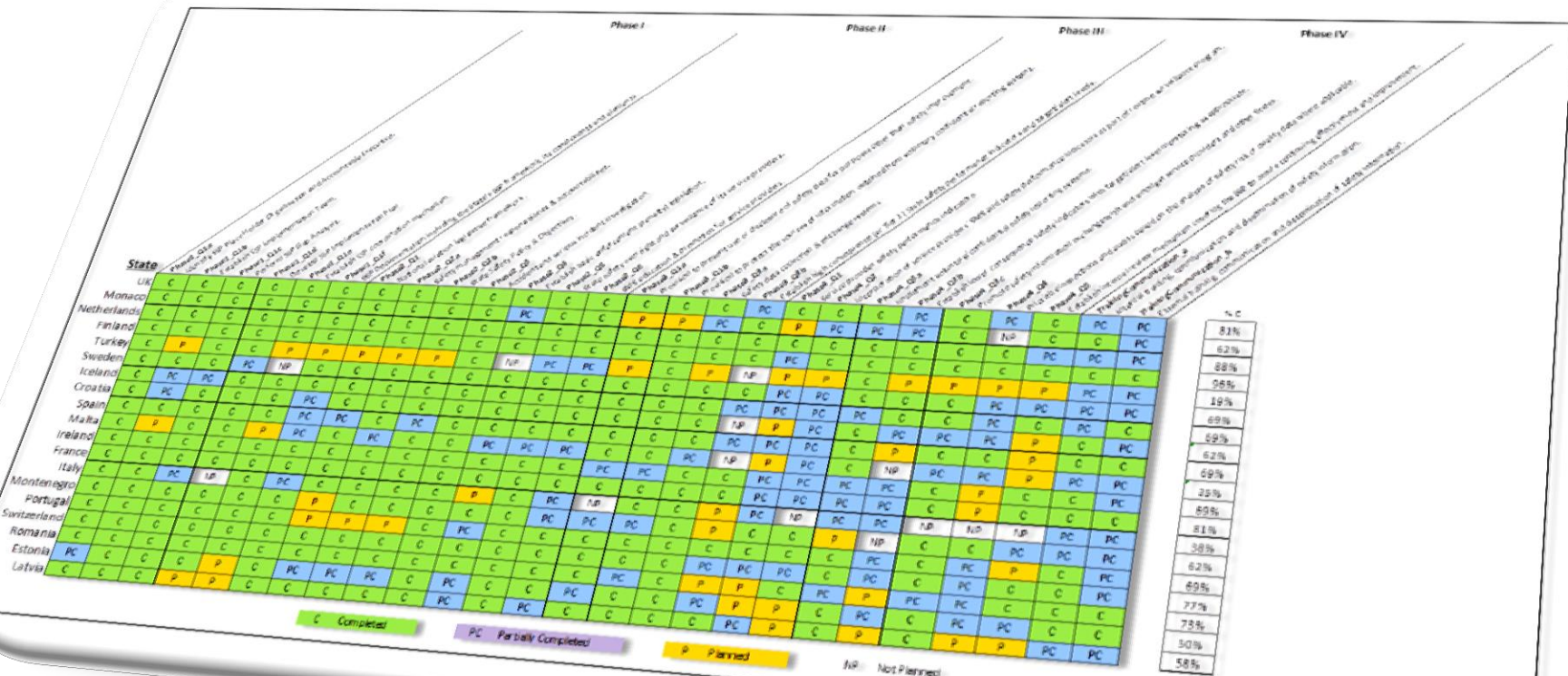
Systemic Issues						
No.	Issue	Actions	Owner	Dates	Type	Deliverable (Measure)
Working with States to Foster the Implementation of SMS in the industry						
SYS2.7	Promotion of SMS.	Encourage implementation of promotion material developed by ESSI Teams (ECAST, EHEST and EGAST) and SMICG.	MS	2012-2013 Cont.	SP	Best Practice published by MS.
Guidance						
Please provide examples on how SMS material developed by ECAST, EHEST or SMICG is being promoted within your State. Which products are you promoting? Which ones have been best/worst received by the audience? Have you identified any gaps in terms of SMS promotion/training in your State?						
Examples of implementation: <ul style="list-style-type: none">Establish a link to the ESSI/SMICG material on the CAA's website.Distribute ESSI/SMICG material to the industry via safety bulletins, dedicated seminars, presentations at the appropriate fora, through oversight activities, dedicated working groups, electronic distributions, etc.Develop and provide training material that includes ESSI/SMICG products.Create a specific action item at State level addressing the promotion of ESSI/SMICG materialTranslate ESSI/SMICG material into national language.						
Have you developed your own material to promote SMS? If so, provide at least one example of type of material (link/document when appropriate) and how it was delivered.						
Implementation Reports						
State	State's update					Status of the action
Albania (AL)	According to Minister Order no. 92 (which transpose EU-OPS) and the the Inspecting Staff Manual of Flight Ops division the SMS is promoted to operators. (Safety Directory) According to Minister Order no. 115 Service Provider of ANS has in place it's SMS. CAA oversight the Service Provider according Minister Order no. 180. The Service Provider regarding the promotion of SMS issue safety bulletins, safety workshops and safety meetings					Partially implemented
Belgium (BE)	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 ECAST SMS material) and SMICG material on the BCAA's website.					Implemented
Bulgaria (BG)	BG CAA has established a link to the ECAST, EHEST, SMICG - ESSI/SMICG material on the CAA's website: Safety Management Terminology; Risk Based Decision Making Principles; The Senior Manager's Role in SMS(1); The SeSM ICG Evaluation Tool.					Implemented
Croatia (CR)	Link to the ESSI material is on Croatian CAA website - http://www.ccaa.hr/hrvatski/linkovi_16/ . CCAA is also publishing "Infolist" on web page. "Infolist" provides basic information on training organizations, training data, exams, licences, equipment use and maintenance, landing and take-off sites, rules of air, practical and legal flight limitations and all other details concerning flight safety and SMS. Link: http://www.ccaa.hr/english/publications_8/					Implemented
Estonia (EE)	Estonian CAA has established a link on the website several years ago. This year CAA aviation safety manager opened a account Yammer portal dedicated for Safety Managers (not all managers are involved) where related guidance material is distributed. Material is also distributed via e-mails as there is a small community of people responsible for the implementation of safety management. There are also quite frequently communication with safety managers directly on their operator issues. Estonian CAA does not currently consider specialised promotional activities (like bulletins, dedicated seminars or working groups) relevant for Estonian aviation industry.					Partially implemented
Finland (FI)	A Finnish helicopter safety team has been established and is a part of EHEST which among other actions promotes nationally the material developed by EHEST. There is a dedicated section for this at CAA website: http://www.trafi.fi/ilmailu/ientoturvallisuus/helikopteri . Traf has established guidance material on SMS implementation on its website at http://www.trafi.fi/ilmailu/saadokset/easa/hallintojarjestelma_%28sms-%29_implementation/ website and to SMICG material is on Traf website at http://www.trafi.fi/betopaiveut/analyysitoiminta					Implemented
	The link to ESSI					Implemented



2014 Implementation Reports

Annex C – SSP Implementation

Summary Map



SMS - Europe

Safety Management at the Member State level

When developing these principles, ICAO mandated that all Contracting States (and therefore also EASA [Member States](#)) implement an SSP while organisations in the Member States were required to establish an SMS. Both elements are complementary.

For an overview of the various SSPs, Safety Plans and related documents published in various States click [here](#).

Safety Management at the EU level

The first EASA SSP/SMS requirements have been adopted in the form of authority and organisation requirements with Regulation (EU) 290/2012 in the domain of flight and cabin crew and Regulation (EU) 965/2012 in the domain of air operations. Requirements will be progressively extended to other domains of the aviation system.

The [European Commercial Aviation Safety Team](#) (ECAST), the Commercial Air Transport component of the [European Strategic Safety Initiative](#) (ESSI) has published material for organisations needing to implement a Safety Management Systems (SMS). The objective is to promote best practices to support industry implementation of European and international regulatory provisions. The materials promoted by ECAST can be found [here](#).

In addition, a [European Operators Flight Data Monitoring Forum \(EOFD\)](#) provides a voluntary partnership between aircraft operators and the regulators in order to promote the implementation of FDM programmes and to help operators to get the maximum benefit from such programmes.

The [European Helicopter Safety Team](#) (EHST), the rotorcraft component of the [European Strategic Safety Initiative](#) (ESSI) and the European branch of the International Helicopter Safety Team (IHST), has published two [Safety Management Toolkits](#) for complex and non-complex operators comprising two sample Safety Management Manuals and Emergency Response Plans. This material was developed with consideration to

Downloads

- SSPs and Safety Plans
- European Aviation Safety Programme (EASP)
- Annex A - EASp Status Report - 2014
- Annex B - EASp implementation in the States
- Annex C - SSP Phase Implementation Survey Results
- List of actions EASp 2014-2017 (updated 20/02/2015)

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Focal Points

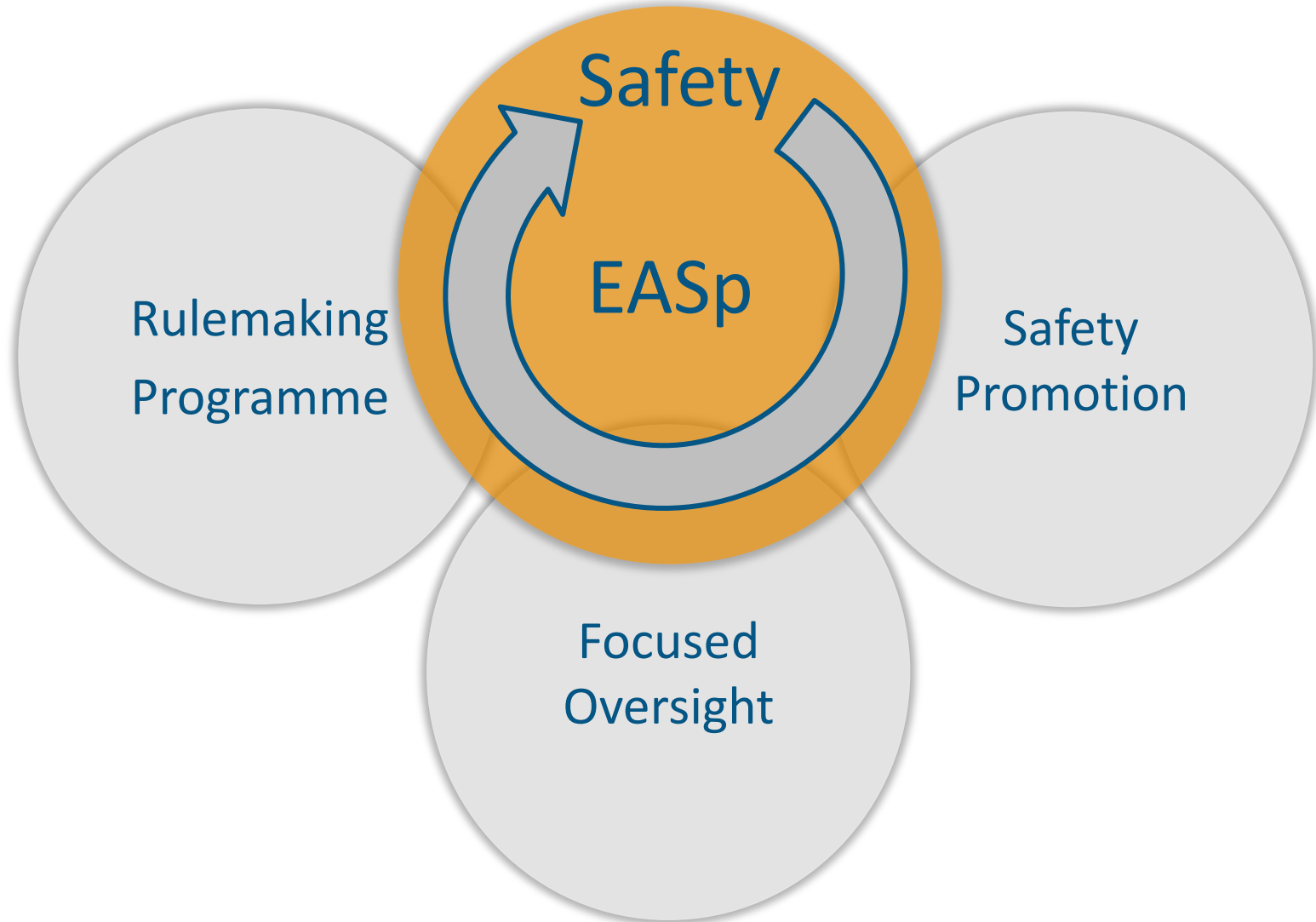
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EASp Actions Reports

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Responses to SSP survey





Issue category	Action Area
Systemic issues	Safety Management
	Safety Information and data exchange
	Tracking, Rescue and Investigation
	Aviation personnel
Operational issues	Design improvements
	Loss of Control In-Flight
	Runway Safety
	Controlled Flight Into Terrain
	Mid-air collisions
	Fire, smoke and Fumes
	Helicopter operations
	General Aviation
Emerging issues	New regulatory approaches
	New products, systems, technologies and operations



Consultation Timeline

July: Start Internal EASp consultation

Mid-September: Start consultation with States and Industry

October: Review comments received and develop final version;

14-15 December: EASp endorsement by MB.



Safety Risk Management



Safety Risk Management





From occurrence data

- analysis of specific types of operations
 - Balloons Accidents
 - Offshore Helicopters accidents
- analysis of an accident category
 - LOC-I Study
- analysis of a safety issue
 - Erroneous Take-Off parameters

But also...

- From surveillance data
- From Collective knowledge
- From Emerging Issues
- Etc.



Risk Portfolio – CAT Fixed Wing

	CAT – Fixed Wing	SYS	Outcomes									EME
	Safety Issue		RE/ ARC	MAC	LOC-I	CFIT	RI	Fire	SCF	GCOL		
Operational	Survivability and Evacuation		•				•	•		•		
	Inadequate recognition and recovery from aircraft upset (or other type of Warning System)		•	•	•	•						
	Inadequate handling of go-arounds		•		•							
	Management of adverse weather conditions		•		•	•	•			•		
	Erroneous take-off and landing parameters		•		•							
	Improper fuel management		•		•	•			•			
	Birdstrikes		•		•							
	Improper management of separation between aircraft			•	•							
	Inadequate ground handling activities (e.g. de-icing and servicing)				•		•			•		
	Improper loading and dangerous goods handling				•			•	•			
	Incorrect maintenance		•	•	•	•	•	•	•	•		
Technical	ILS false/disrupted signal capture		•		•				•			
	Contamination of Controls or Critical Surfaces		•		•				•			
	Recording devices	•										
	Technical failure in flight		•	•	•	•	•	•	•			
Human	Crew impairment	•	•	•	•	•	•	•		•		
	Inadequate CRM, Communication and decision-making	•	•	•	•	•	•	•		•		
	Inadequate monitoring of flight parameters/ automation modes		•	•	•	•						
	Inadequate knowledge of aircraft systems and associated procedures	•	•	•	•	•						
	Inadequate crew awareness		•	•	•							
Organisat.	Inadequate management system (incl. procedures)	•										
	Improper oversight	•										



Example of Safety Issue ID Balloons – Weather Planning

1. Identification of Safety Issue	
Description & Stakeholders Provide a problem statement for the safety issue. If there are several scenarios that are relevant, please describe each of them separately here. Describe who is affected by the described issue, in which flight phases and circumstances. Insufficient or poor weather planning leading to unexpected encounters with weather phenomena for which the pilot is subsequently unprepared. All aspects of balloon operations in CAT and GA (pleasure flying)	Source & Rationale What triggered the identification of the issue? Are there safety studies available? Analysis of Hot Air Balloon occurrences in the Balloon Accident Data Coding and Analysis Group in March 2015.

2.Assessment of Safety Issue					
Scenario 1 Poor planning resulting in an unexpected weather encounter during the enroute phase			Scenario 2 Blinding of pilot in command during landing		
Accident Outcome	Risk (ARMS)	CICTT Cat.	Accident Outcome	Risk (ARMS)	CICTT Cat.
Loss of control	Monitor	LOC-I	Collision with Object During Landing	Improve	CTOL
			Hard Landing		ARC
Negative factors/causes	Positive factors		Negative factors/causes	Positive factors	
What actions or conditions increase or cause the accident risk? 1. Incorrect or unavailable meteorological information. 2. Meteorological information available but not used in the pre-flight planning process. 3. Pilot fails to interpret the relevance of meteorological information with reference to their planned flight. 4. External factors (commercial or competition pressure) or personal risk perception leads to an incorrect flight planning or flight initiation decision.	What events or conditions have a significant influence on reducing the risk? 1. Meteorological information readily available through public sources (Internet) 2. All major balloon events provide clear meteorological information for all pilots. 3. Training in interpretation of meteorological information in balloon pilot training and licensing process.		What actions or conditions increase or cause the accident risk? 1. Incorrect or unavailable meteorological information. 2. Meteorological information available but not used in the pre-flight planning process. 3. Pilot fails to interpret the relevance of meteorological information with reference to their planned flight. 4. External factors (commercial or competition pressure) or personal risk perception leads to an incorrect flight planning or flight initiation decision. 5. Need for good pilot understanding of balloon physics and inertia.	What events or conditions have a significant influence on reducing the risk? 1. Meteorological information readily available through public sources (Internet) 2. All major balloon events provide clear meteorological information for all pilots. 3. Training in interpretation of meteorological information in balloon pilot training and licensing process. 4. Training in balloon physics and inertia in balloon pilot training and licensing process.	
Overall Risk Level (ARMS)			Improve		



Example of Safety Issue ID Balloons – Weather Planning

3. Safety Actions and Impact

Scenario 1 and 2 Blinding of pilot in command during take-off and landing

Actions/Risk controls in place

What is in place to reduce the likelihood or severity of the scenario? Is it effective?

1. Meteorological information readily available through public sources (Internet).
2. All major balloon events provide clear meteorological information for all pilots.
3. Training in interpretation of meteorological information in balloon pilot training and licensing process.
4. Training in balloon physics and inertia in balloon pilot training and licensing process.

New Actions/Risk Control

Action Id & Date	Short description	Action Type	Action Owner	IA Score	New Risks?	Status
BA001 08/04/2015	Develop promotion package to assist balloon pilots in the availability and interpretation of meteorological information as relevant to balloon operations.	Safety Promotion	Safety Promotion Programme Manager	TBD	N	Open
BA002 08/04/2015	Develop promotion package to inform balloon pilots on the dangers of poor planning and good practices in the flight planning and decision making process.	Safety Promotion	Safety Promotion Programme Manager	TBD	N	Open

4. Safety Performance

Date	Safety Performance Measurement (Purpose and Parameters)	Owner	Frequency?
30/09/2019	Scenario 1. - LOC-I for Balloons in Enroute Phase – Weather Relevant = Yes - Event Type Level 3 – Environmental Weather Encounters in Enroute Phase - Event Type Level 3 – Ground Conflict (Collisions or Near-Collisions) in Enroute Phase with associated Events	BADCAG	Annually
	Scenario 2. - ARC and CTOL for Balloons in Approach or Landing Phase – Weather Relevant = Yes - Event Type Level 3 – Environmental Weather Encounters in Approach or Landing Phase - Event Type Level 3 – Ground Conflict (Collisions or Near-Collisions) in Approach or Landing Phase with associated Events - Event Type Level 3 - Balloon Specific Events in Approach or Landing Phase with associated Events	BADCAG	Annually



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