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

EGAST
Component of ESSI

EASA General Aviation Seminar

Cologne, 1-2 Oct 2013

SAFETY IMPROVEMENT PARTNERSHIP

Michel Masson, EASA ED, EGAST Secretary

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Carl Thomas, EASA C, General Aviation Section Manager

Your safety is our mission.

EGAST: European Safety Partnership for General Aviation

Commercial Aviation Safety Team	Helicopter Safety Team	General Aviation Safety Team
ECAST Component of ESSI	EHEST Component of ESSI	EGAST Component of ESSI
European Commercial Aviation Safety Team	European Helicopter Safety Team	European General Aviation Safety Team

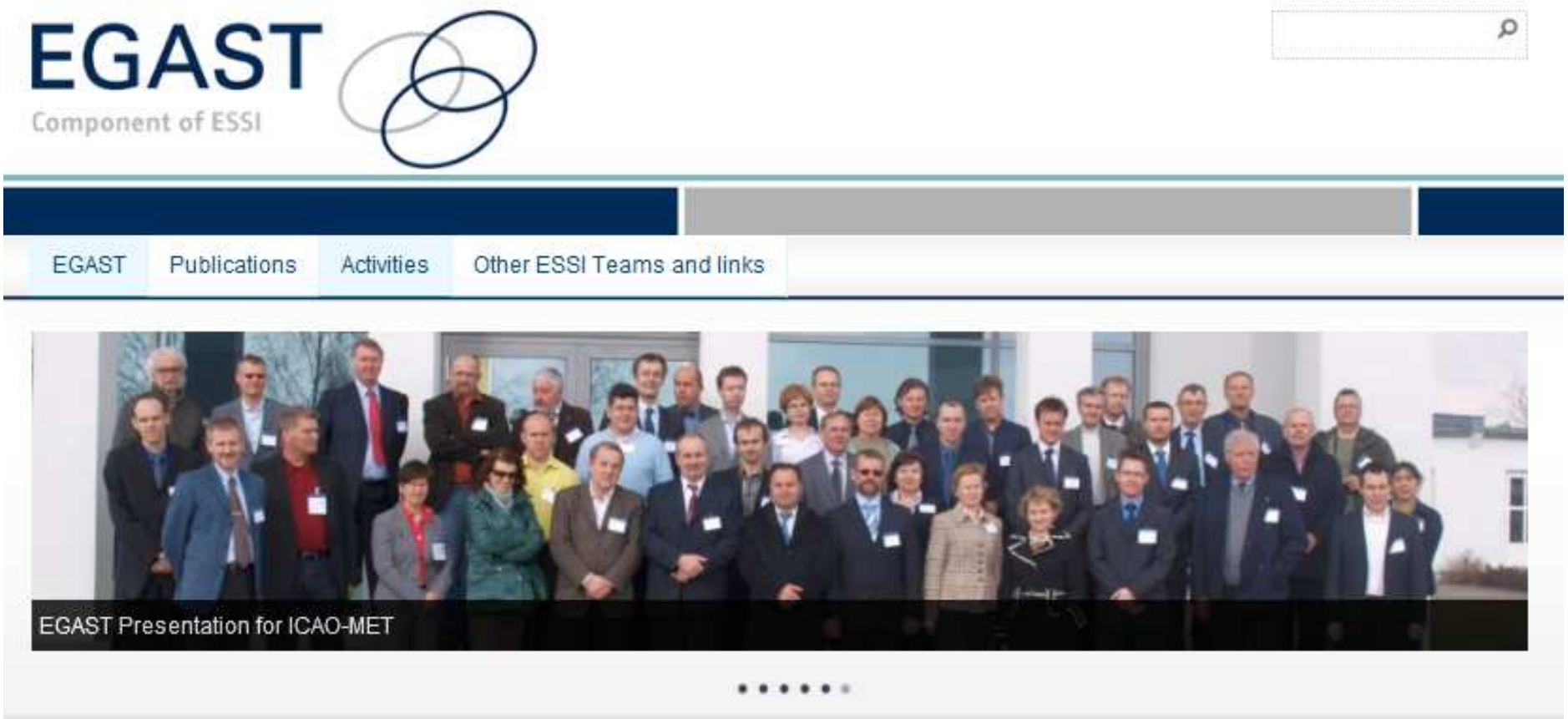
EGAST: European Safety Partnership for General Aviation

European General Aviation Safety Team (EGAST)

Provides a forum to share and exchange good practices

Focuses on Safety Promotion, education and training

EGAST Core Team

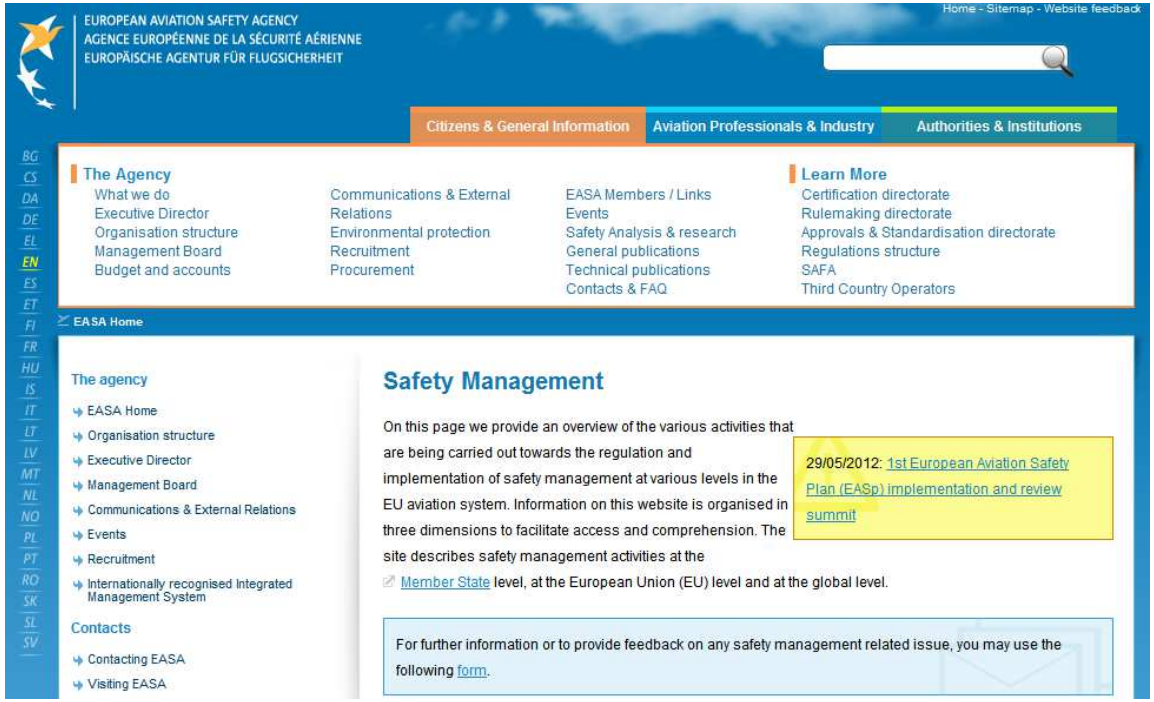


Co-chaired by James Black, ECOGAS, EAC and EBAA, and John Vincent, EASA

European Aviation Safety Plan (EASp)

- The European Aviation Safety Programme (EASP) complements the State Safety Programmes (SSPs) in the EASA Member States (ICAO SARP)

- 4 year plan
- First one in 2011
- Currently 3rd edition



www.easa.europa.eu/sms

EASp Sections

Safety Actions

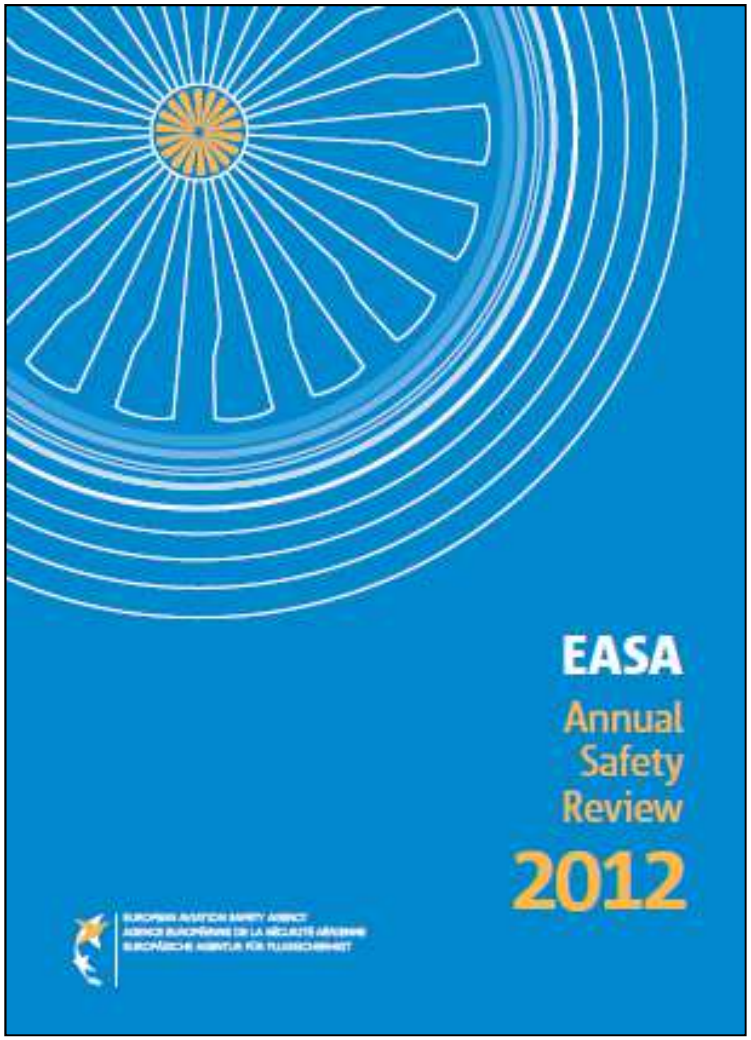
SAFETY PLAN FRAMEWORK		
SYSTEMIC ISSUES	**OPERATIONAL ISSUES**	**EMERGING ISSUES**
Working with States to implement and develop SSPs	COMMERCIAL AIR TRANSPORT BY AEROPLANES	New products, systems, technologies and operations
Working with States to foster the implementation of SMS in the industry	Runway Excursions	Environmental factors
Safety Management enablers	Mid-air collisions	Regulatory considerations
Complexity of the system	Controlled Flight Into Terrain	
Competence of Personnel	Loss of Control In Flight	
	Ground Collisions	
	OTHER TYPES OF OPERATION	
	Helicopters	
	General Aviation	
HUMAN FACTORS AND PERFORMANCE		

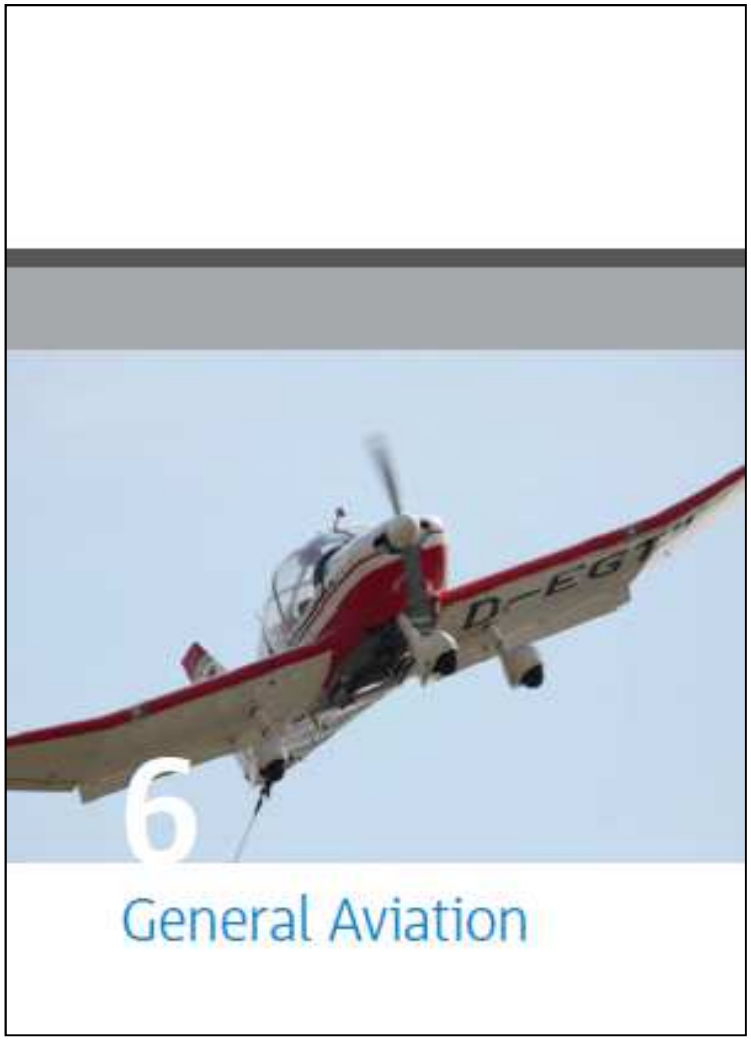
Focus on General Aviation

Operational Issues

No.	Issue	Actions	Owner	Dates	Type	Deliverable (Measure)
2. General Aviation						
GA1.1	Improve quality of General Aviation safety data	Improve the collection and analysis in Europe of General Aviation fleet usage and safety data for a better evaluation of safety risks.	MS	cont.	SP	Report on GA usage and safety data in Europe.
GA1.2	Improve General Aviation Safety in Europe through risk awareness and safety promotion.	Contribute to improve risk awareness, sharing of good practices and safety promotion among the European general aviation community	EGAST	cont.	SP	Leaflets and training material.
GA1.5	Airspace infringement risk in general aviation.	National authorities should play the leading role in establishing and promoting local implementation priorities and actions.	MS	cont.	SP	List of local implementation priorities and actions for GA
GA1.6	Priorities to focus GA work not formally established	Based on data received from EASA Member States, the Agency will identify and publish the main accident categories affecting general aviation aircraft below 2250 kg in Europe.	EASA	2013	SP	Main priorities identified

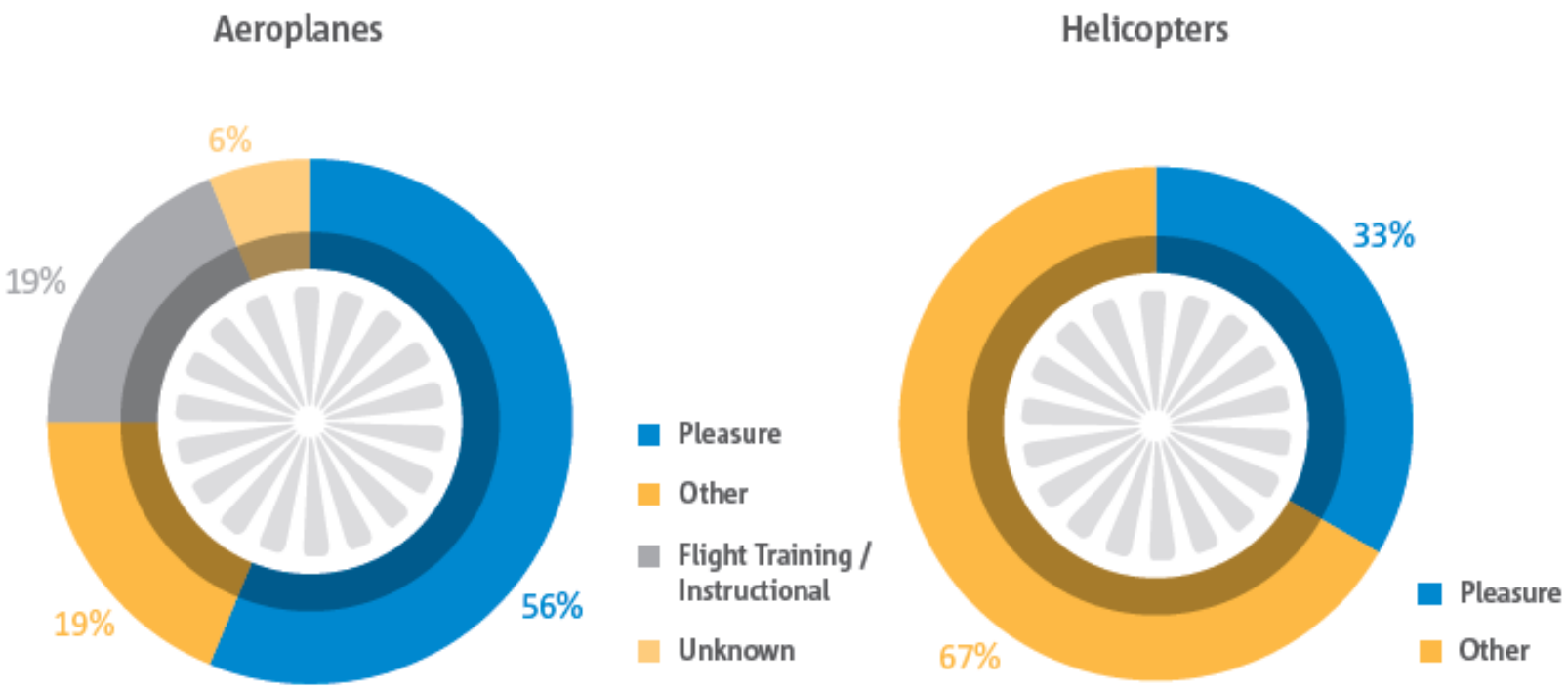
1. Data Collection and Analysis



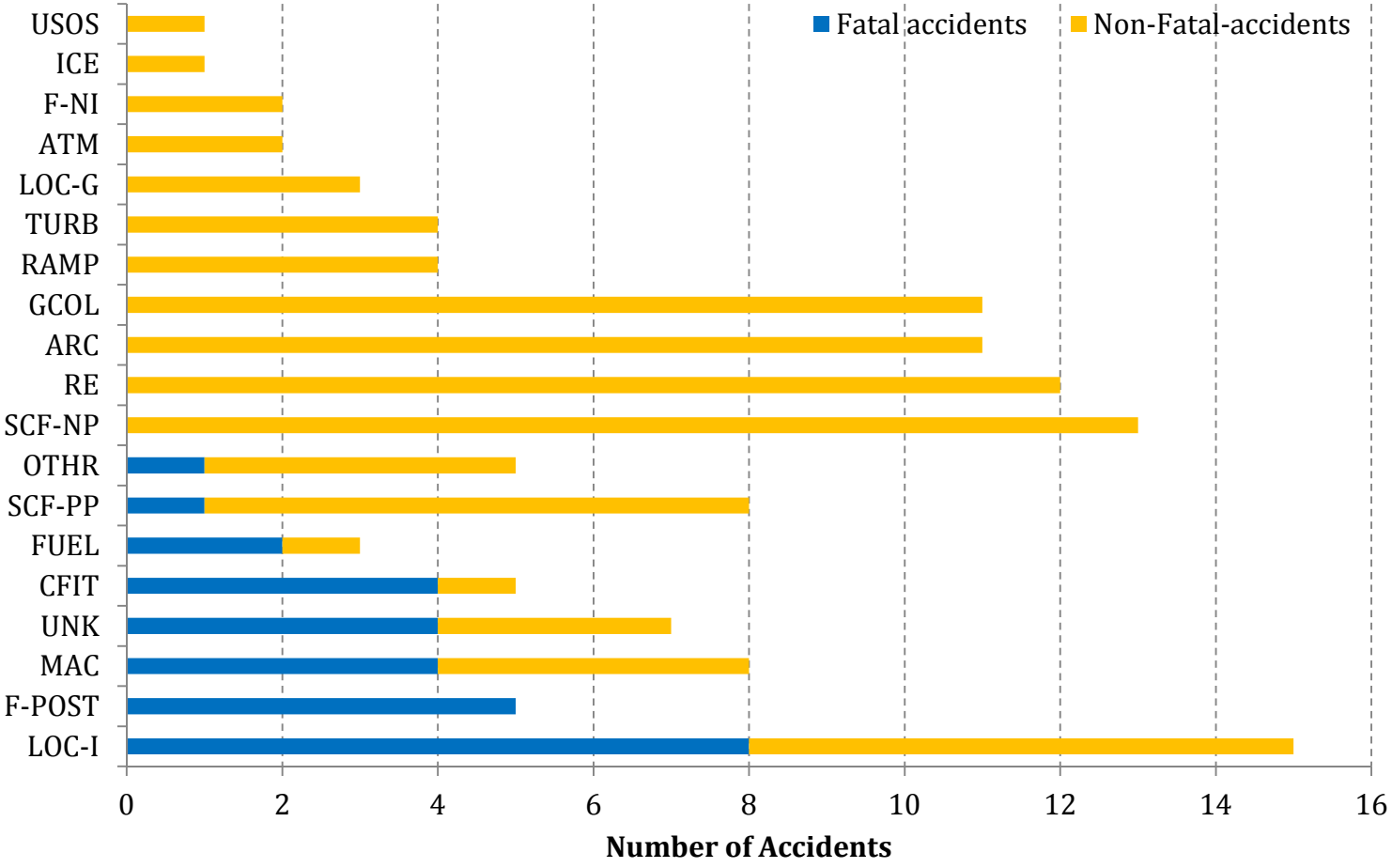


Above 2250 kg - Operation Types

Figure 30: Proportion of Fatal Accidents by Aircraft Category and Operation Type, in General Aviation Aircraft Above 2,250 kg MTOM 2008 – 2012

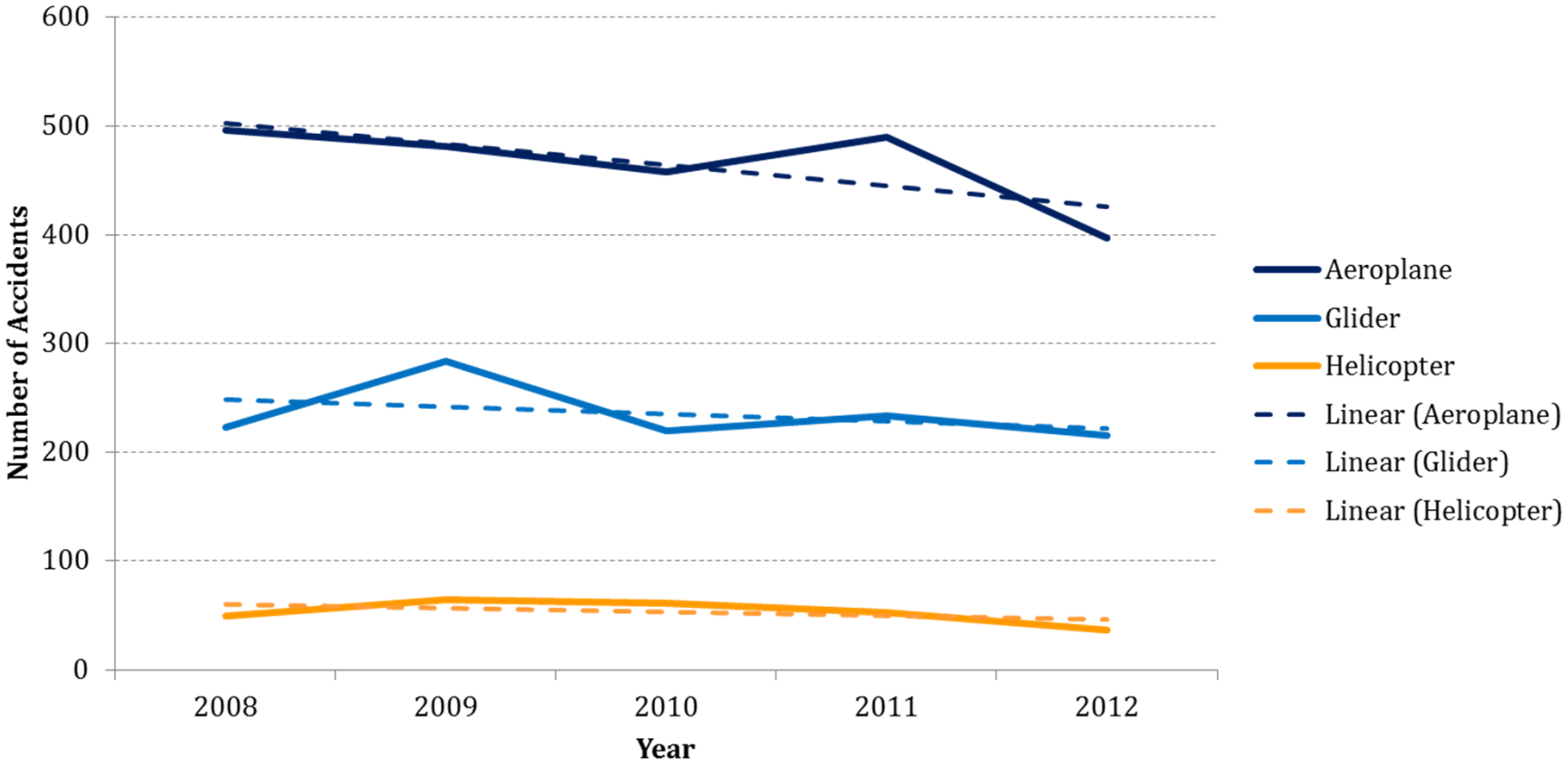


Above 2250 kg – Occurrence Cats



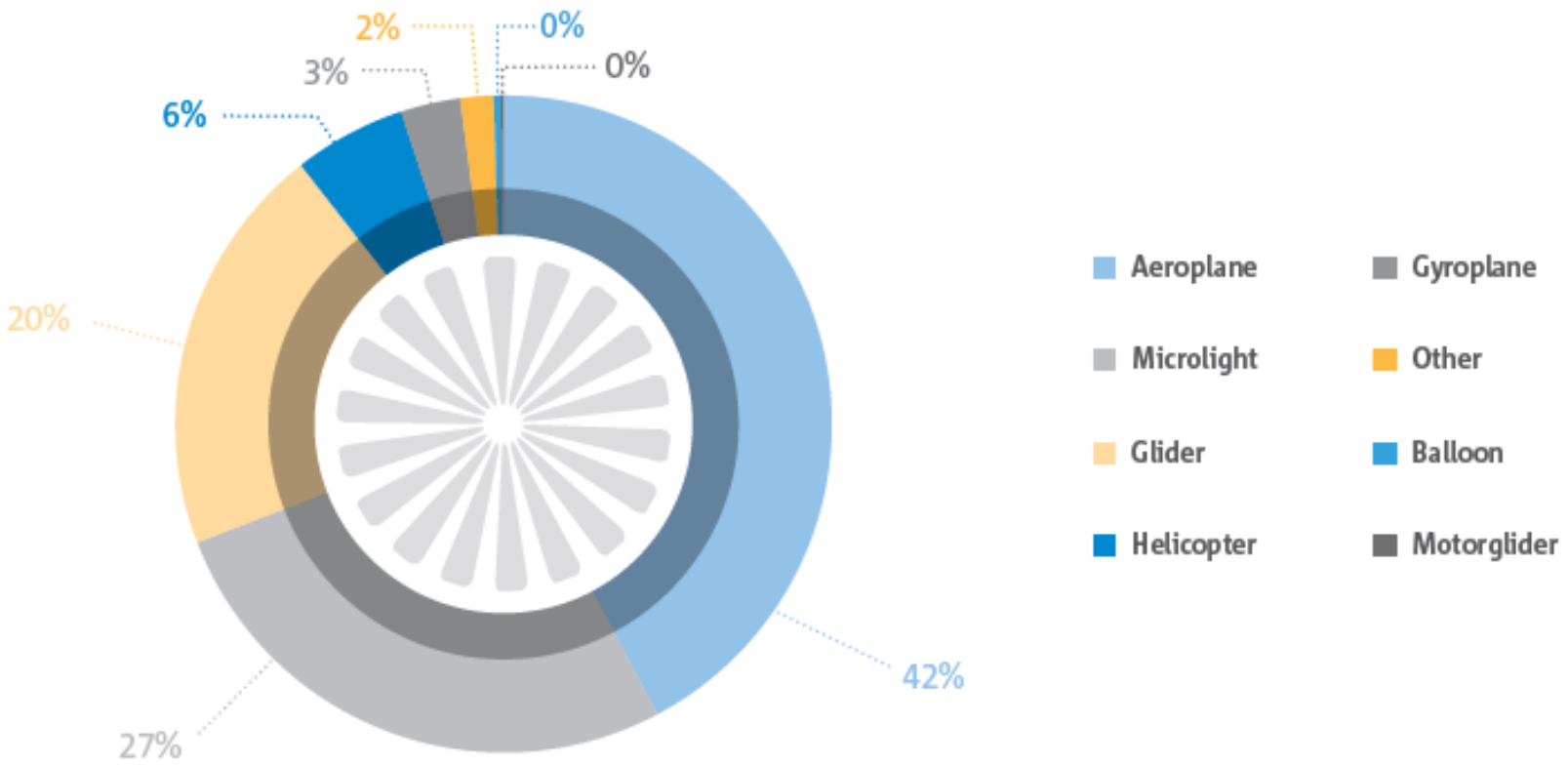
Below 2250 kg – Number of Accidents per Year per Aircfat Cat

Number of Accidents per year, by Aircraft Category involving General Aviation. Aircraft Below 2,250 kg MTOM 2008-2012

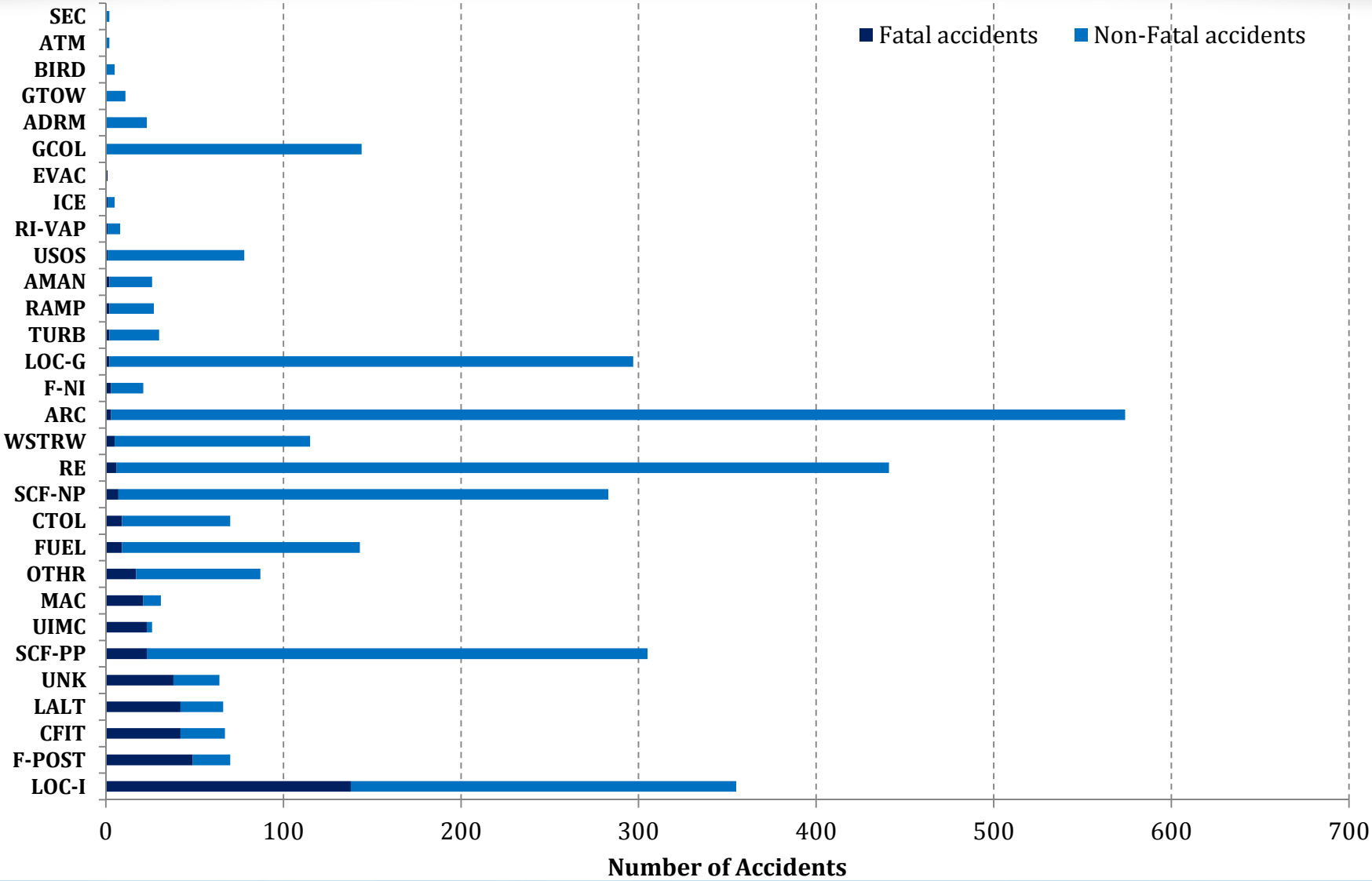


Below 2250 kg - Aircraft Categories

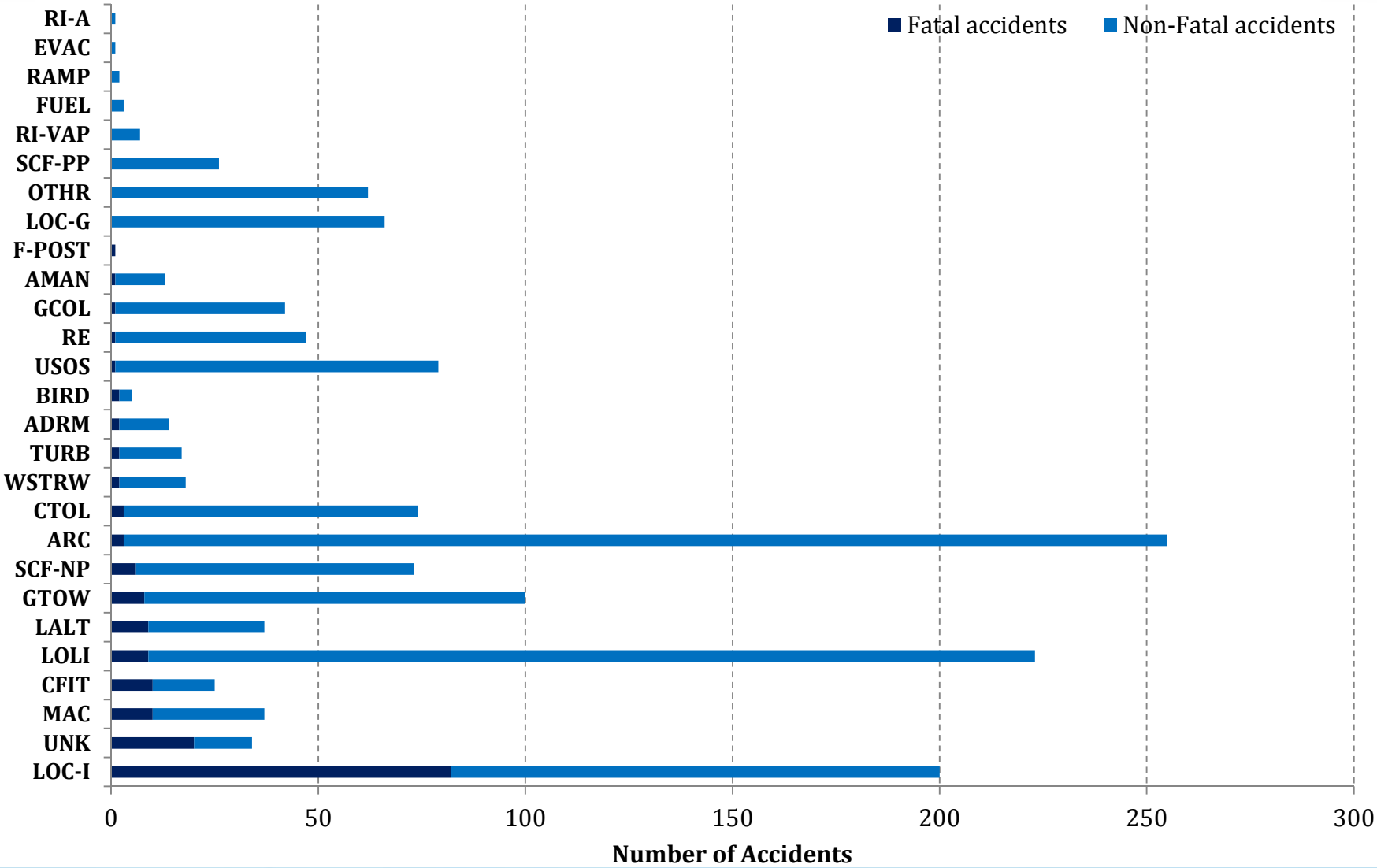
Figure 34: Proportion of Fatal Accidents by Aircraft Category, Involving EASA MS General Aviation Aircraft Below 2,250 kg, 2008 – 2012



Below 2250 kg – Occurrence Cats Airplanes



Below 2250 kg – Occurrence Cats Gliders



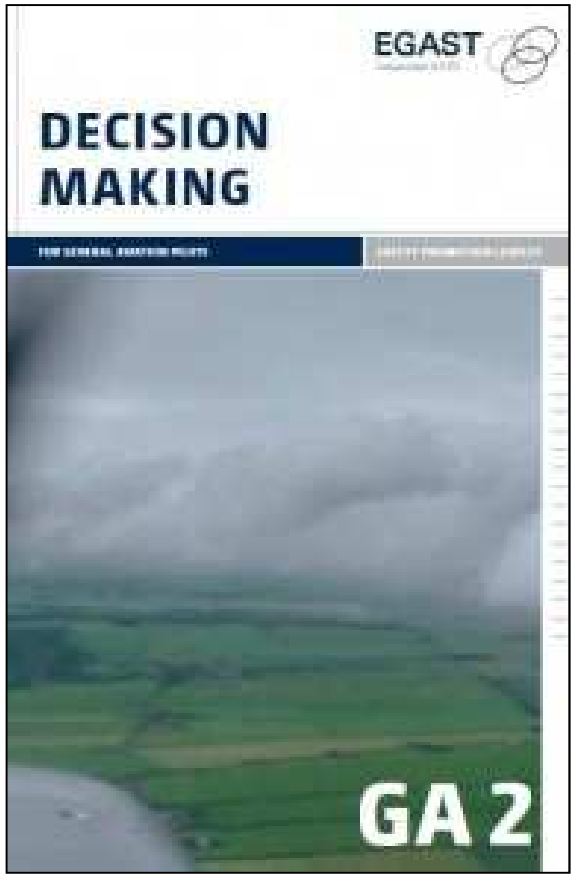
Measuring for Managing

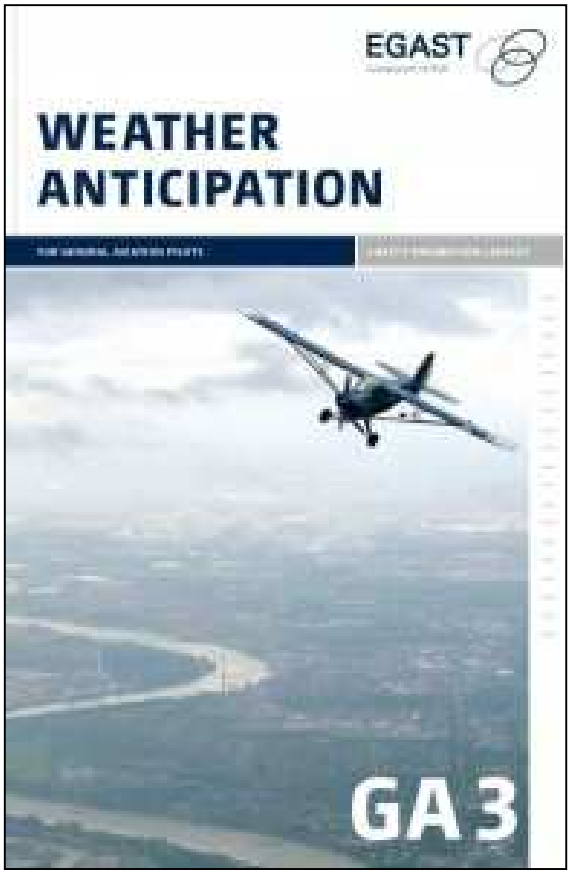
- Better safety data will allow us to:
  - Identify the causes of accidents and risk factors
  - See trends in these
  - Set out priorities
    - Inform Rulemaking and adjust how we regulate
    - Inform Safety Promotion
- For example:
  - Number of accidents going down – what about rate…?
  - R22 accidents in UK
  - AML STCs
  - Stall spin resistant aerofoils
  - Angle of Attack

Challenges

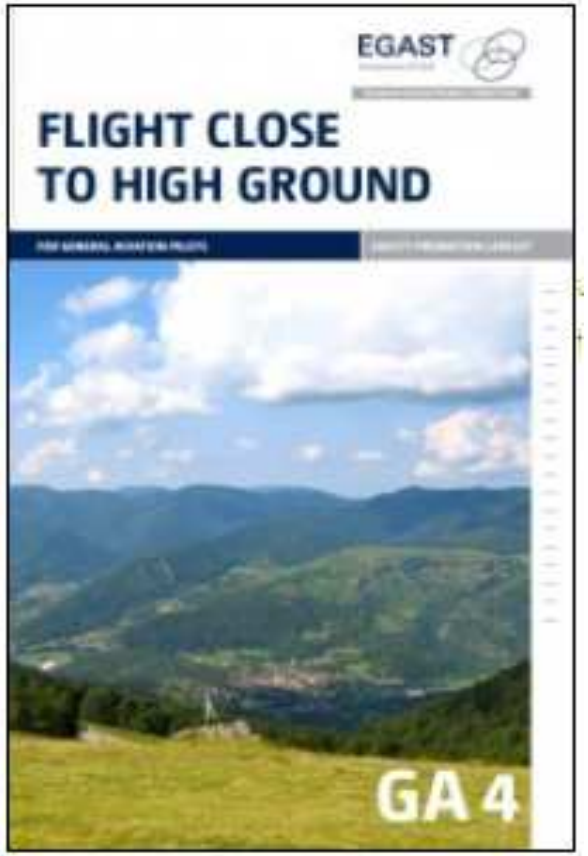
- We need to get accident rates
- For that, we need data on aircraft usage
  - Number of Flight Hours or of cycles
  - Type of usage
- Could we get the data from the CAMOs?
  - The NAA's don't have the data (hours) any more
  - Do the CAMOs have it?
  - What is the burden if this is to be reported to the NAAs or EASA?

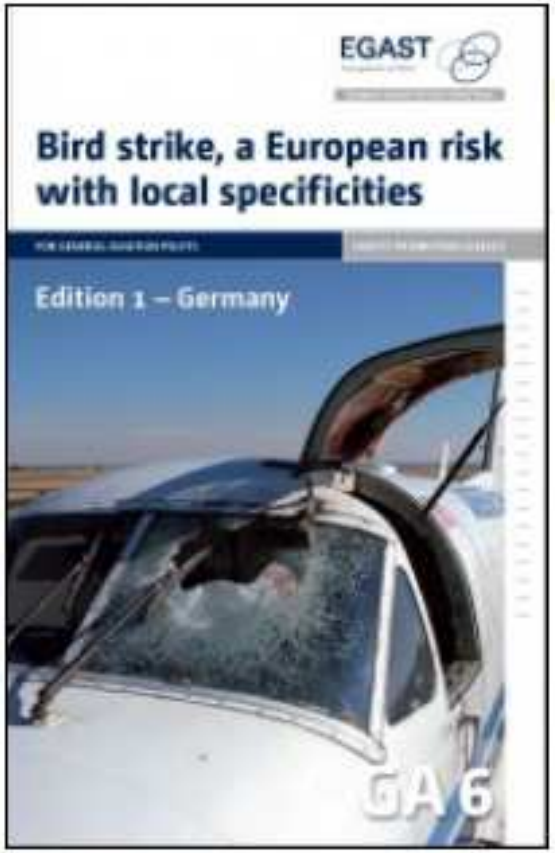
2. Safety Promotion





More Safety Leaflets

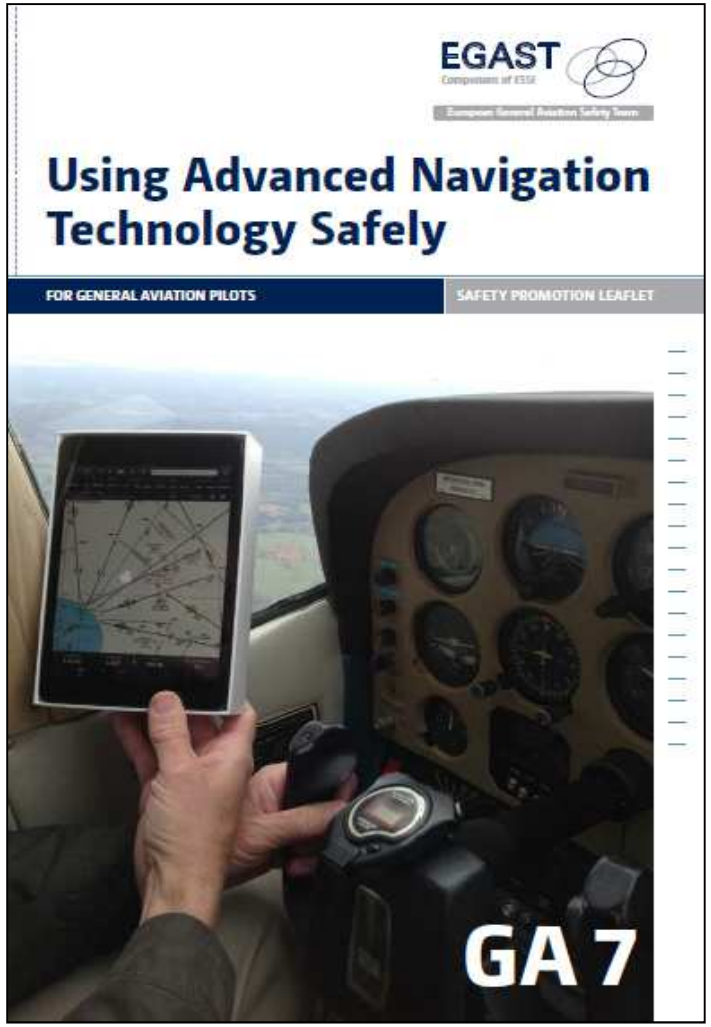




Other Leaflets Coming Soon!

- GA 7 – Using Advanced Navigation Technology Safely
- GA 8 - Stall Spin Loss of Control
- GA 9 – Flight Information Services (FIS)
- GA 10 - Guidance on Use of Collision Avoidance
- GA 11 - E-booklets for pilots and display organisers/directors

Bright New!



Maximising the Benefits

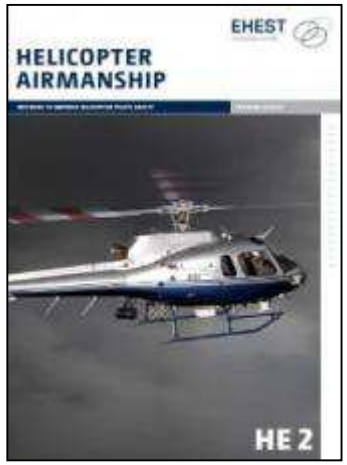
of Advanced Technology

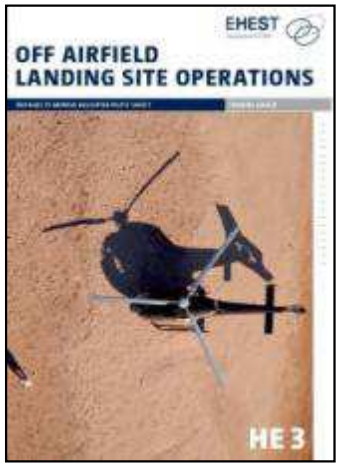
for Navigation in Day VFR

Published Sep 26, 2013

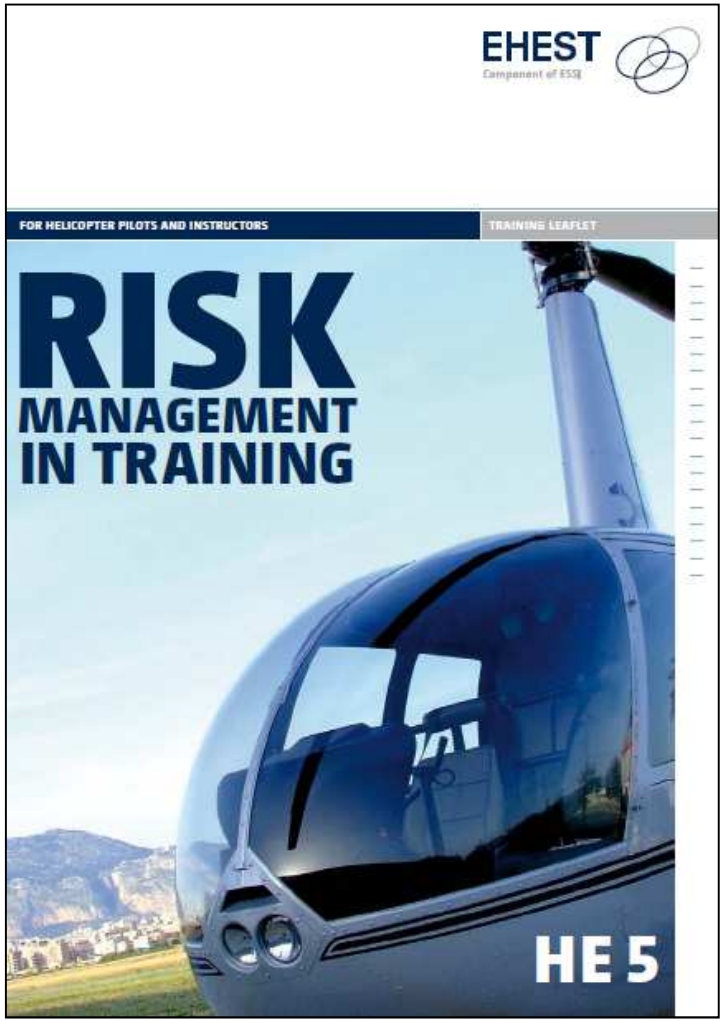
GA Helicopter by EHEST

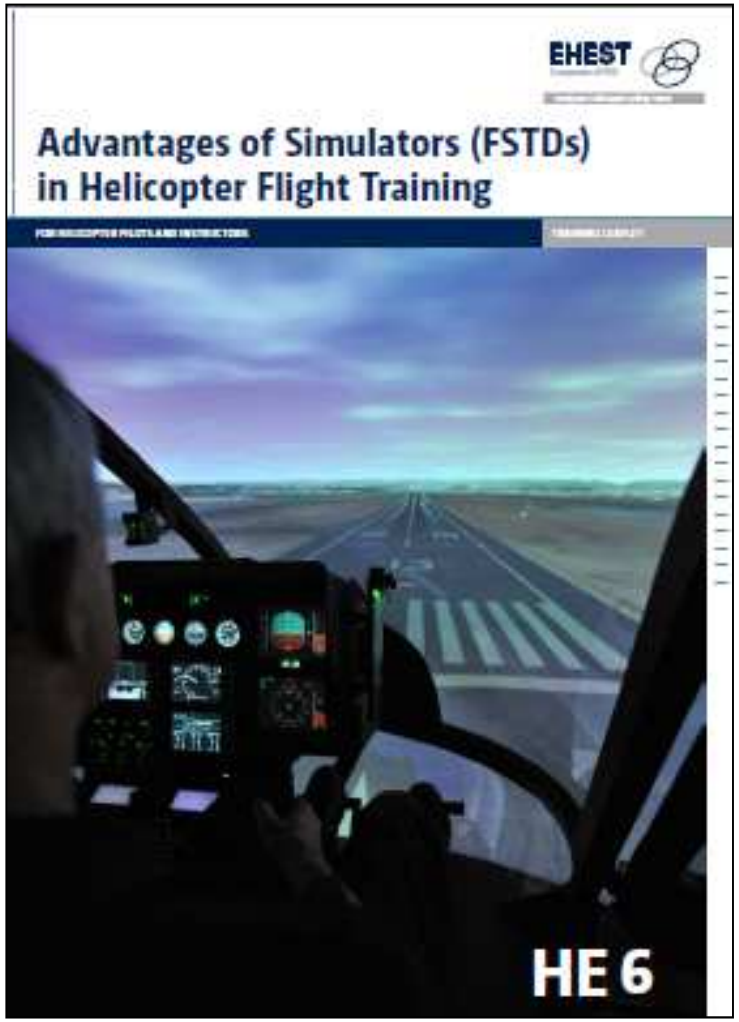
More than 300 2000-2005 accidents analysed…





Latest EHEST Leaflets





English Phraseology Guide for VFR

RTF Take-off

- F-CD, ready for departure, request right turn when airborne
- F-CD, hold position. After departure right turn approved climb not above 1500 feet until the control zone boundary
- Holding. After departure right turn approved, not above 1500 feet until the control zone boundary, F-CD
- F-CD, wind 220 degrees 4 knots, runway 24 cleared for take-off
- Runway 24 cleared for take-off, F-CD

Unsure of Position

If you are unsure of the position of your aircraft on the aerodrome, you should stop the aircraft and advise the controller, including your last known position. If however you are on a runway you should advise the controller and vacate the runway before stopping.

Exit

Changing Frequency

You will normally be advised by the ground station to change from one radio frequency to another in accordance with agreed procedures. In the absence of such advice, you must notify the ground station before changing frequency, using the expression 'changing to' followed by the name of the next air traffic service unit. However in controlled airspace you must get permission from the controlling authority before changing frequency.

RTF Climb Out

- F-CD, contact Borton Approach 118.750
- 118.750, F-CD
- Borton Approach, F-ABCD, airborne turning right, climbing to 1200 feet
- F-CD, Borton Approach, report control zone boundary
- Wilco, F-CD
- F-CD, passing the control zone boundary, 1200 feet
- F-CD, contact Montana Information 125.250
- Montana Information, 125.250, F-CD

Safety Videos by IASA

- Loss of visual reference
- Safety parachute can save your life !
- Loss of control in VMC
- Backside of the power curve
- Video on the Loss of Control in Degraded Visual Environment
- Fuel Risk

More Safety Videos

- Landing gears - Human Factors aspects

http://www.youtube.com/watch?v=5McECUtM8fw

http://easa.europa.eu/essi/egast/category/publication-type/videos/

Posters

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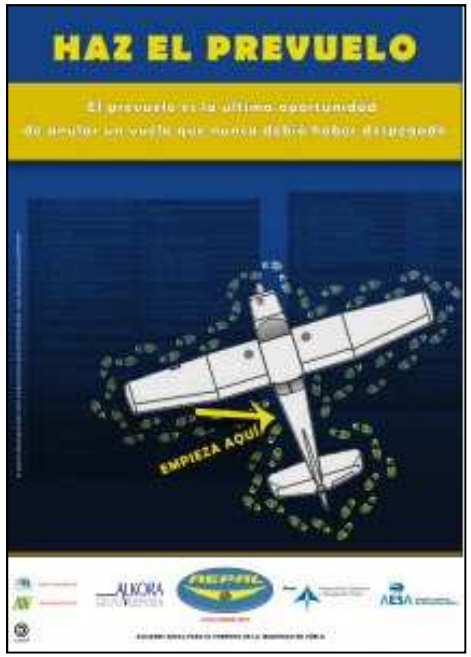
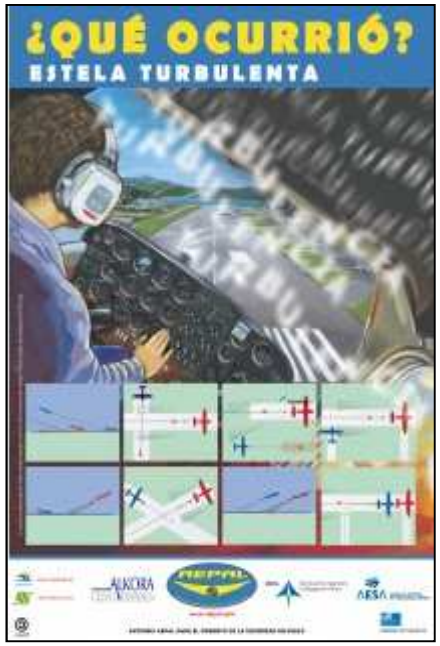




Asociación Española de Pilotos de Aeronaves Ligeras

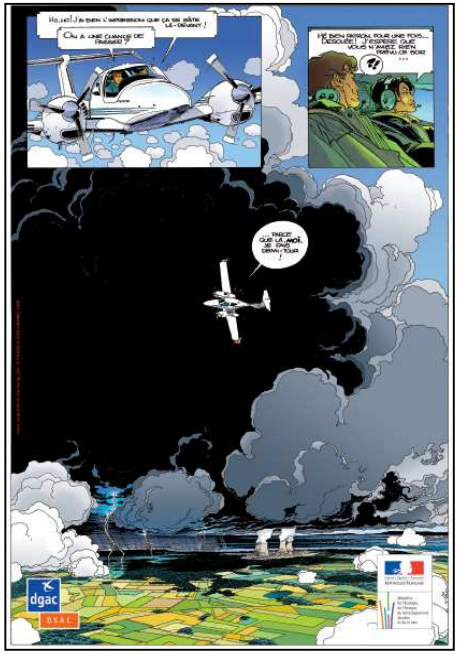
Posters

Asociación Española de Pilotos de Aeronaves Ligeras

Posters

DGAC / DSAC, France

Posters



DGAC / DSAC, France

Translations

Poster	*Safety Item*	English	German	Italian	Czech	Icelandic	Spanish	Polish
		John David	Nadine	Sergio	Michal	Yngvi	Cristina	Piotr
1	*No go is safety, pilot's decision crucial*		"Soll ich bleiben oder soll ich fliegen?" Besser am Boden bleiben und vom fliegen träumen, als zu fliegen und bereuen nicht am Boden zu sein.		"Letět či neletět, to je oč tu běží…" Je lepší být na zemí a litovat, že nejsem ve vzduchu než být ve vzduchu a litovat, že nejsem na zemi".		"¿Vuelo o no vuelo?" "Mejor quedarse en tierra deseando volar que estar volando y lamentarlo"	
2	*Airspace share safely*		Um einen Luftraum richtig nutzen zu können, ist es wichtig ihn zu kennen und zu respektieren.		Je důležité znát a respektovat rozdělení vzdušného prostoru.		Para compartir el espacio aereo, es necesario conocerlo y respetarlo	
3	*Flight starts when preparing it on the ground*		Den Flug gut vorzubereiten schützt vor bösen Überraschungen.		Dobrá příprava - méně špatných překvapení.		La planificación del vuelo evita sustos	

Promotion of Association and NAA Best Practices

SPORTOVNÍ LÉTÁNÍ … BEZPEČNĚ! (LAA ČR)

je sada čtyř instruktážních (metodických) filmů zpracovaných tak, aby přispěly k bezpečnosti sportovního letectví a taky jej popularizovaly.

"Sports Flying… Safely!" is a set of four instructional (methodological) films prepared by Light Aircraft Association of the Czech Republic in order to contribute to the safety of sport aviation and to the promotion of it. The film consist of four documents focused on flying with Ultra-light Aircraft, powered paragliding, paragliding and hang-gliding.

Click on the picture to acess the videos:

UK CAA Safety Sense Leaflets

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Individual Publications

Reference	Title	Status	as at Date
Airspace Infringements Poster/Guide	10 Top Tips to avoid Infringements	Current	
GA Safety Poster	Standard Overhead Join	Current	January 2009
GA Safety Poster	Crossing Large Built Up Areas	Current	1 January 2006
GA Safety Poster	Getmet	Current	1 January 2006
GA Safety Poster	Propellers Kill	Current	August 2004
GA Safety Poster	Airstrips	Current	July 2003
GA Safety Poster	Cut the Chat	Current	July 2003
GA Safety Poster	D&D Official 121.5 MHz DF Coverage	Current	July 2003
Handling Sense Leaflet 01	Twin Piston Aeroplanes	Current	February 2011
Handling Sense Leaflet 02	Stall/Spin Awareness	Current	January 2009
Handling Sense Leaflet 03	Safety In Spin Training	Current	July 2005
Handling Sense Leaflet 04	Gyroplane Handling Performance	Current	August 2012
Safety Sense Leaflet 01	Good Airmanship Guide	Current	January 2013

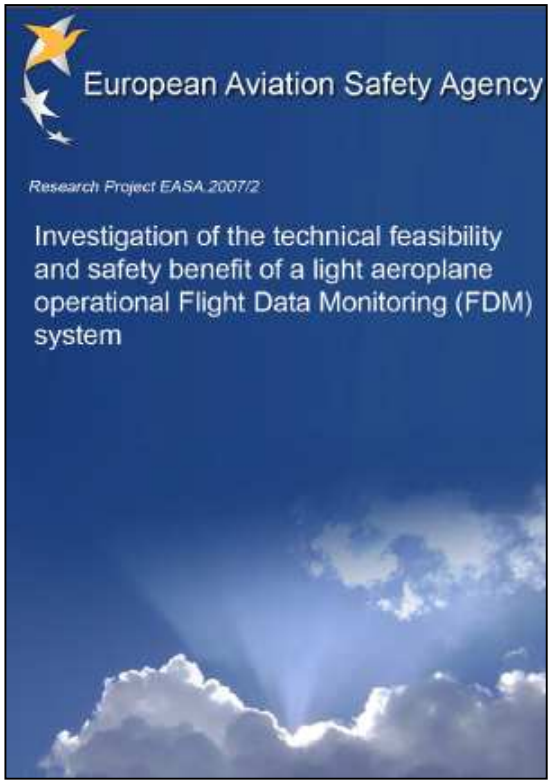
Interface with Research

Research projects - General aviation

This section covers research activities in the following area:

- Normal, Utility, Aerobatic and Commuter Aeroplanes
- Very light Aeroplanes
- Sailplanes and powered sailplanes
- Balloons

Reference	Title	Status	Date
EASA.2007/2	Investigation of the technical feasibility and safety benefit of a light aeroplane operational Flight Data Monitoring (FDM) system	Final	December 2008
EASA/2008/3	Safety Aspects of Light Aircraft Spin Resistance Concept	Final	December 2009



http://easa.europa.eu/safety-and-research/

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Thank you for your attention!

egast@easa.europa.eu

Your safety is our mission.