



EASA
European Aviation Safety Agency

Welcome

To the EASA Aircrew Action Plan Conference

Your safety is our mission.

An agency of the European Union





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European Aviation Safety Agency

Aircrew Action Plan Conference

EASA - Cologne, 15-16 June 2016

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Deputy head of aircrew and medical department, EASA





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Project plan

Recommendations						
EASA		1	2	3	4	5
EASA	 WP2 - Air operations	2-persons in cockpit → Survey on SIB → Report → Updated SIB	Psy. Eval. OPS → IR+AMC/GM	D&A OPS → IR+AMC/GM D&A Random → Impt Assmt → New IR + AMC/GM		
	 WP3 - Aircrew		Psy. MED → IR+AMC/GM AME Trng → IR+AMC/GM	D&A MED → IR+AMC/GM	AME oversight & networks → IR+AMC/GM	
	 WP4 - IT					European Aero- Med data Repository
COM	 WP5 - Personal data					Data protection /public safety → Proposal to EC

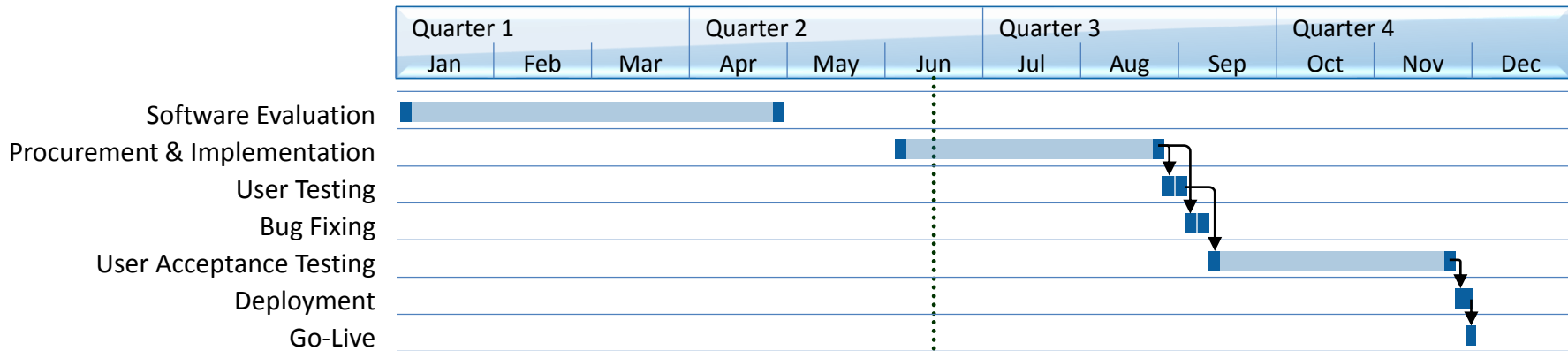


State of play *(main steps)*

- Dec 2015 → Workshop on Medical Fitness
- Dec 2015 → EAMR business analysis
- Jan 2016 → Consultation on concept papers
- Jan-Mar 2016 → Survey 2-persons-in-the-cockpit SIB
- Mar 2016 → Consultation on draft ToR for RMT.0700
- Apr-May 2016 → POD consultation with Adv. Bodies
- Apr-May → Impact Assessment on Rnd D&A testing
- May 2016 → Technical meeting for RMT.0700
- On-going → Consultation on regulatory proposal



➤ Outsourced Implementation



➤ Phase I (2016) → Manual EAMR

➤ Phase II (2017)

- NAA data migration → data cleaning and testing
- NAA system interface → development & testing





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Why all this?

For just one accident?

Answering the most frequently asked question

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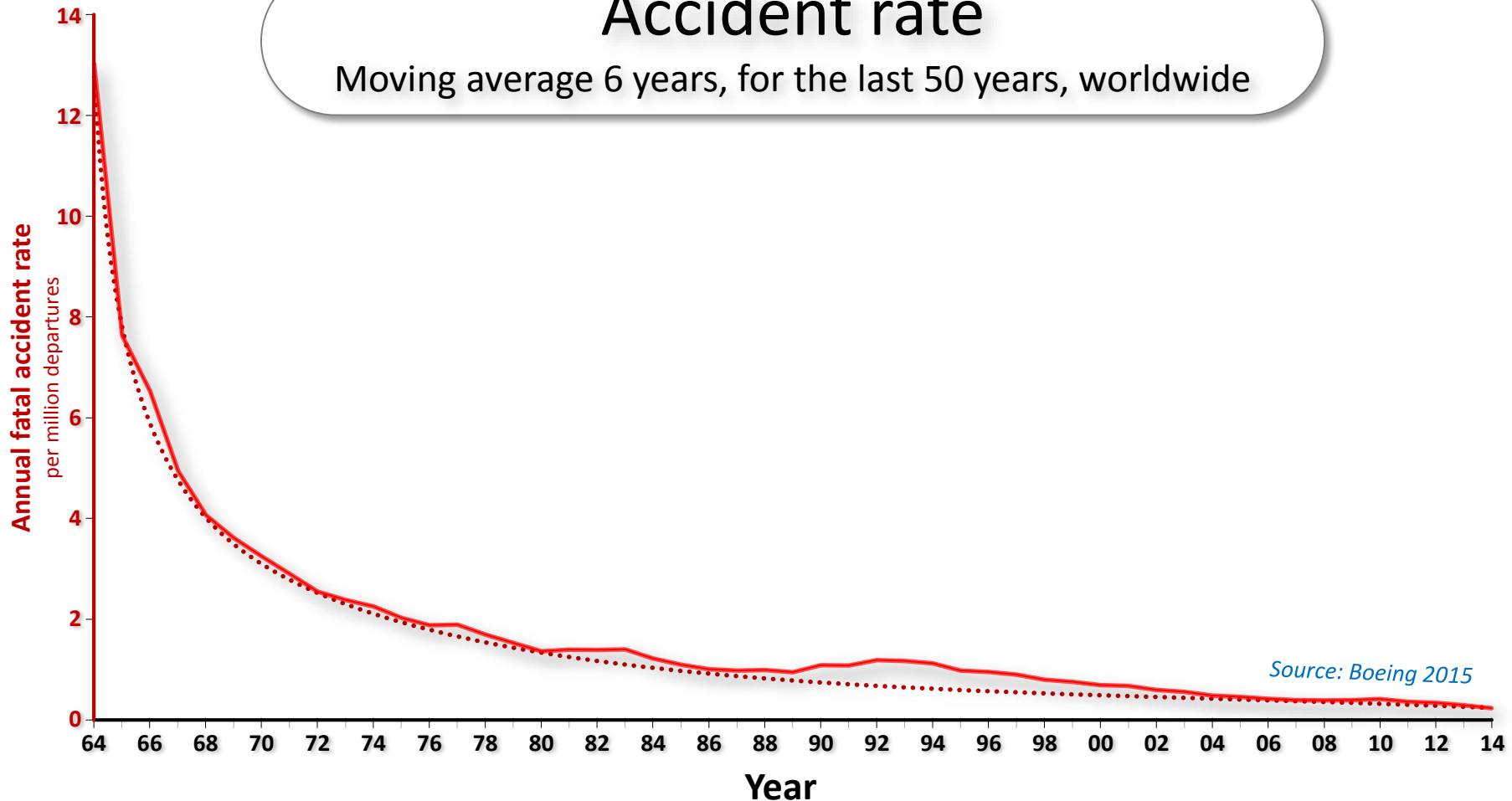




Aviation safety record

Accident rate

Moving average 6 years, for the last 50 years, worldwide



Source: Boeing 2015



Safety improvement rate



This should not discourage from improving safety





Context: The European safety strategy



EUROPEAN
COMMISSION

Brussels, 7.12.2015
COM(2015) 613 final

2015/0277 (COD)

Proposal for a

REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL

**on common rules in the field of civil aviation and establishing a European Union
Aviation Safety Agency, and repealing Regulation (EC) No 216/2008 of the European
Parliament and of the Council**



Context: The European safety target

EXPLANATORY MEMORANDUM

1. CONTEXT OF THE PROPOSAL

- **Reasons for and objectives of the proposal**

With the aviation traffic in Europe predicted to reach **14.4 million flights in 2035 (50% more than in 2012)**, the Commission's objective is to make sure that the system continues to **maintain the current low number of accidents**

[...]



Context: Safety impact in the EU



EUROPEAN
COMMISSION

Brussels, 7.12.2015
SWD(2015) 262 final

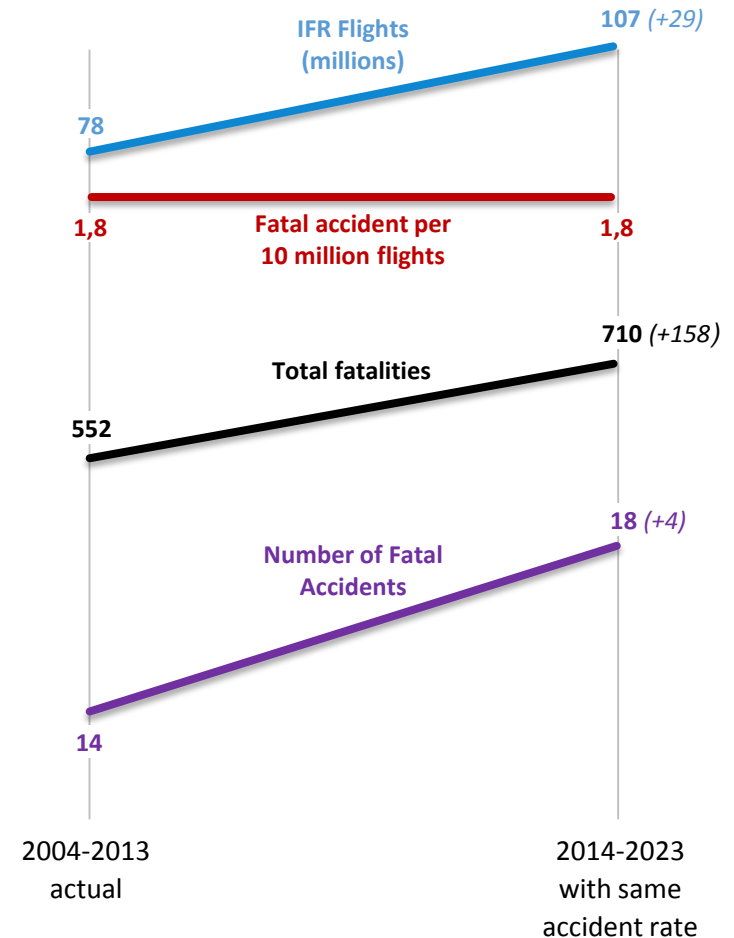
COMMISSION STAFF WORKING DOCUMENT

IMPACT ASSESSMENT



Context: Aviation Safety Trends in EU

- It is reasonable to expect that the EU aviation system can **at least maintain the current accident rate**.
- This would however mean that the **number of fatalities would increase by around 30%** due to the expected increase in traffic.
 - +158 fatalities
 - +4 fatal accidents

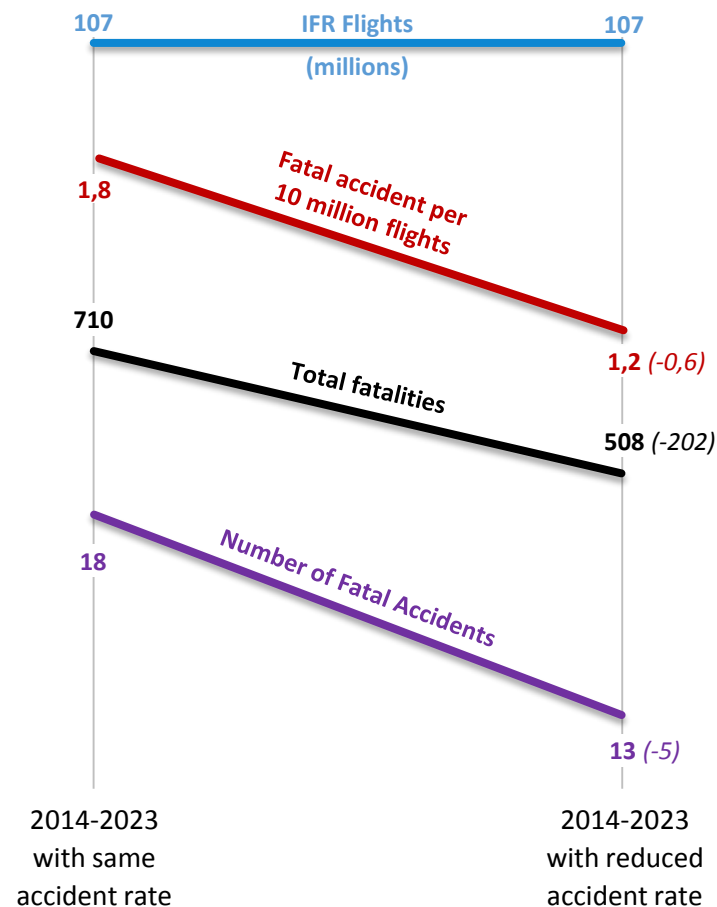


Ref. EU Commission staff working document SWD(2015) 262 final



Context: Details on EU safety objectives

- Reduce **accident rate by 0,6** every **10 million flights** in the next ten years
- Expected results:
 - 202 fatalities avoided
 - 5 fatal accidents prevented



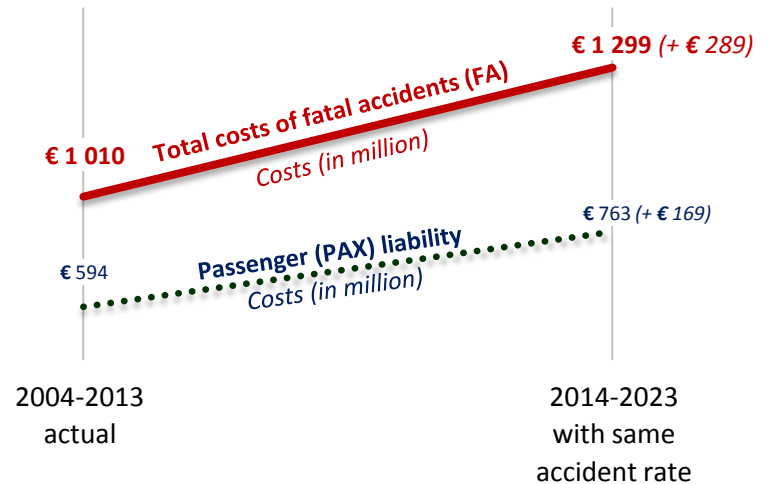
Ref. EU Commission staff working document SWD(2015) 262 final



Context: Safety in terms of costs

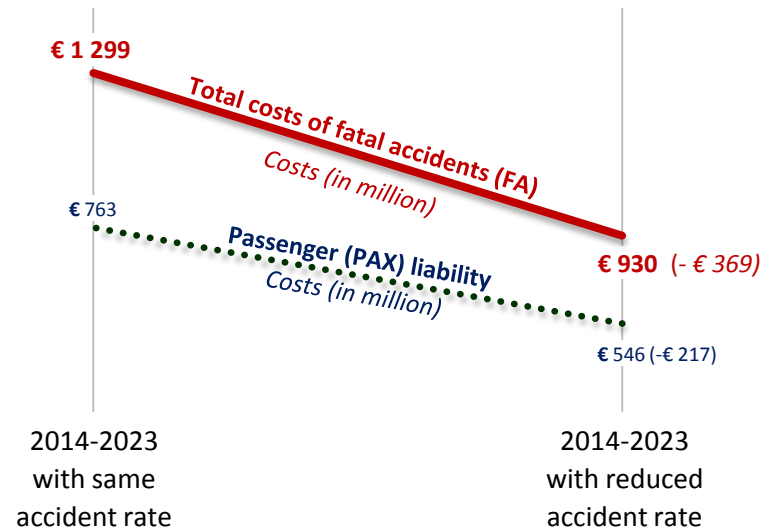
No reduction in accident rate:

- + 289 million € total fatal accident costs
- + 169 million € Passenger liability



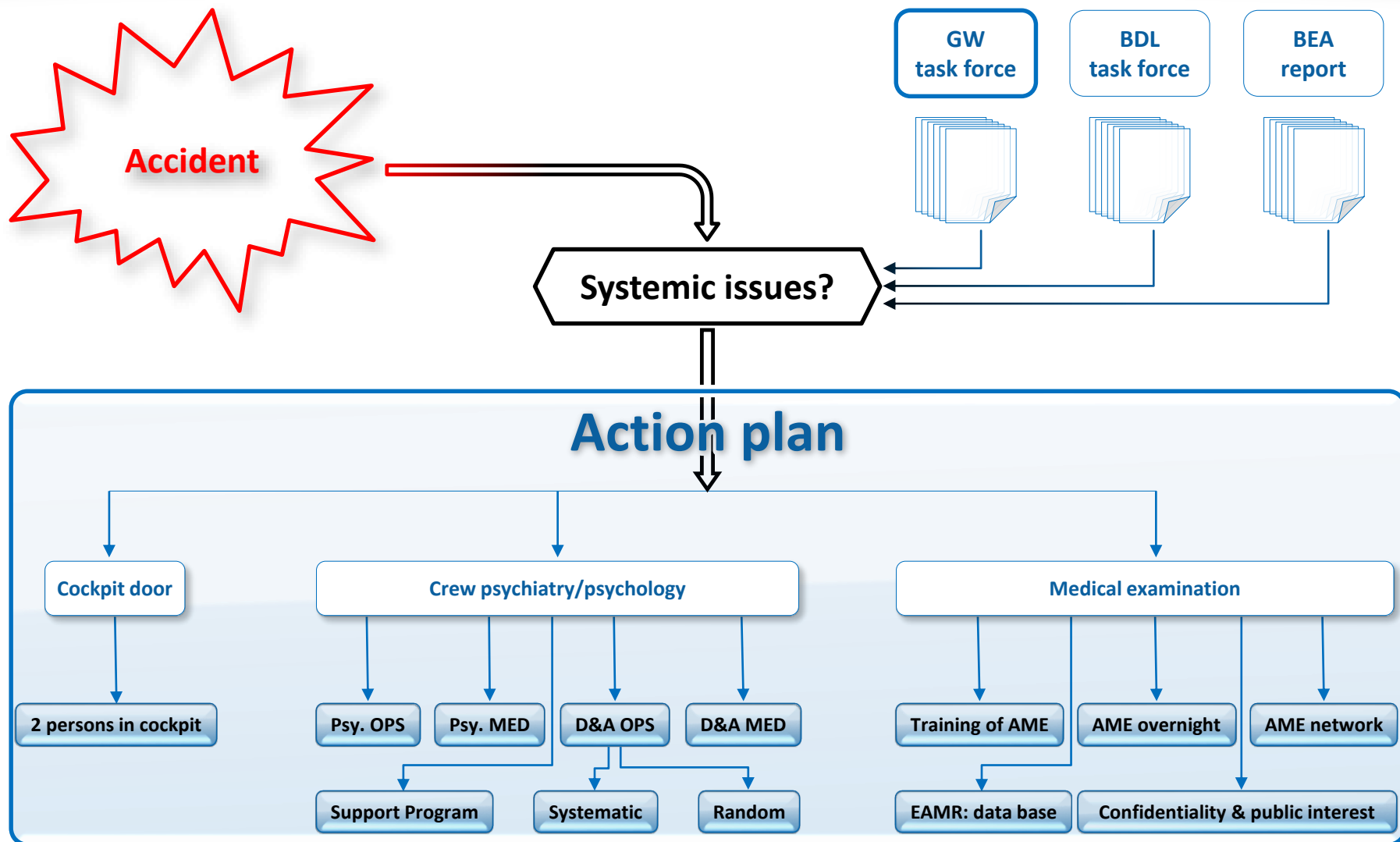
Fatal accident rate reduced by 0,6 every 10 million flights

- 369 million € saved total costs of FA
- 217 million € saved in PAX liability



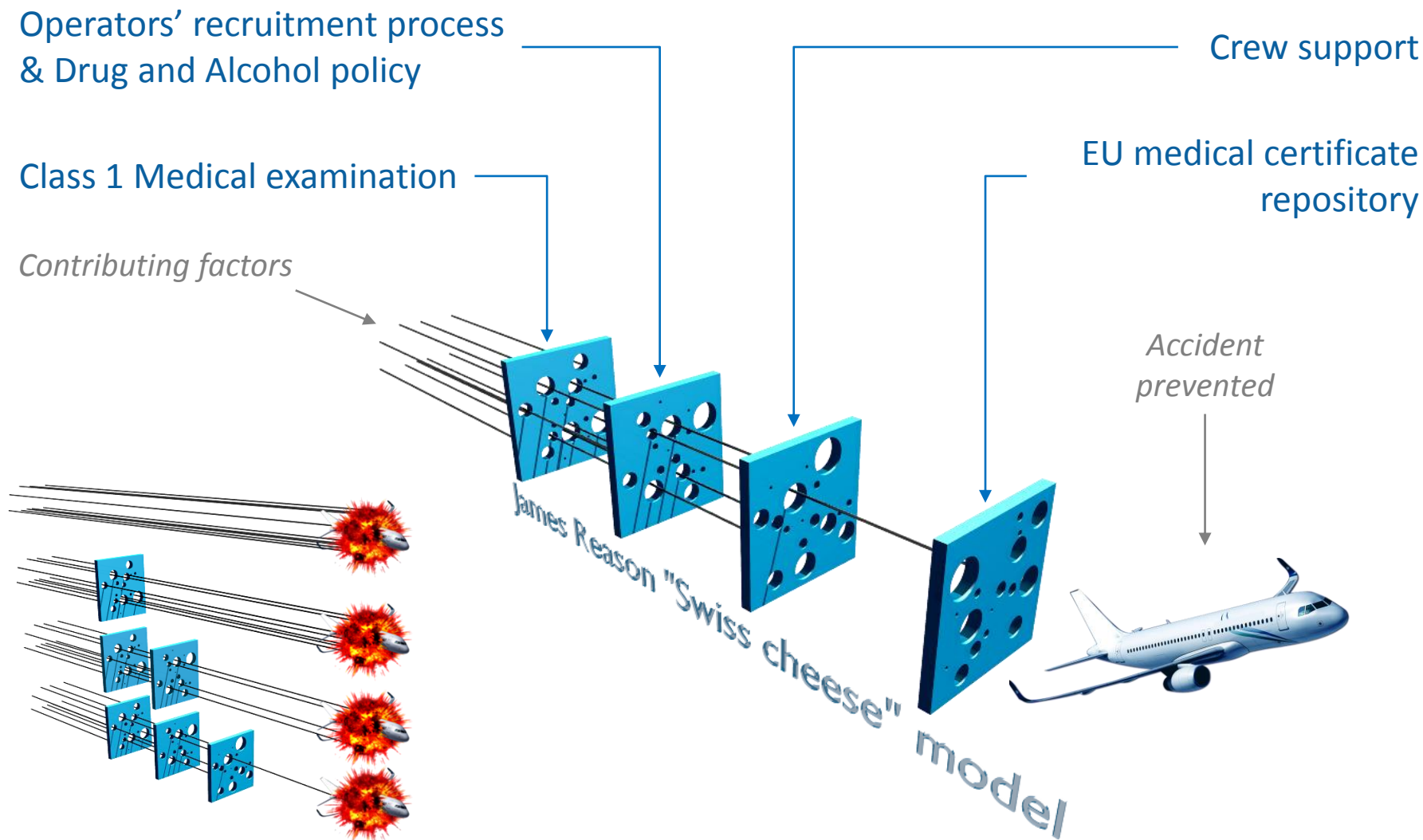


The global picture





The multi-layer risk mitigation concept

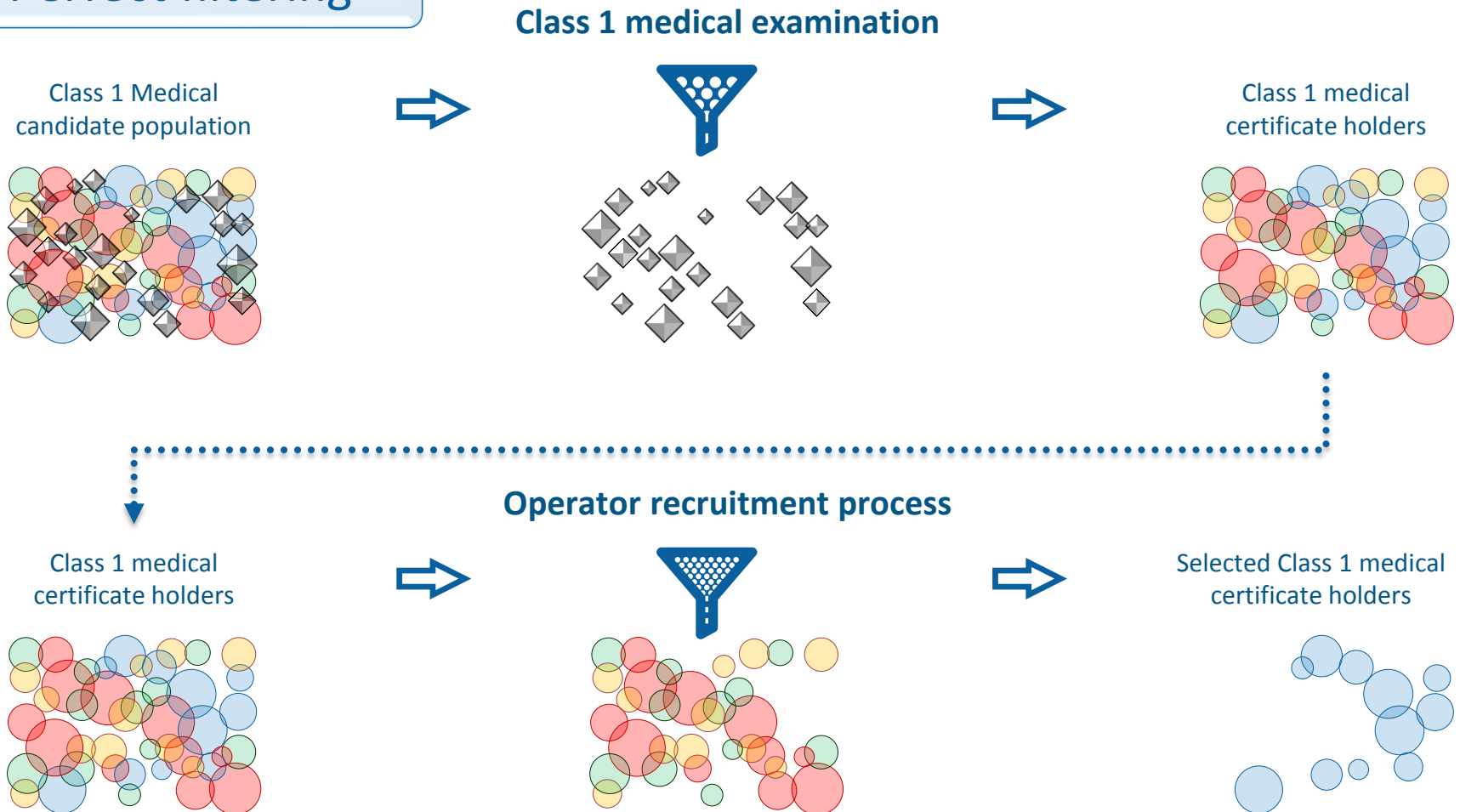




Typical example: Psychological evaluation

The perfect filtering model

Perfect filtering





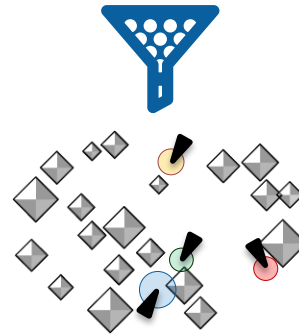
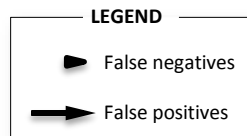
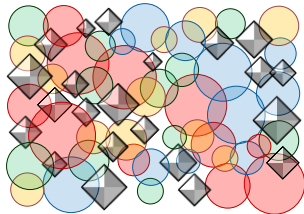
Typical example: Psychological evaluation

A more realistic filtering model

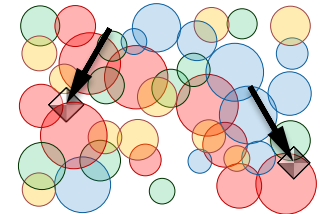
Realistic filtering

Class 1 medical examination

Class 1 Medical candidate population

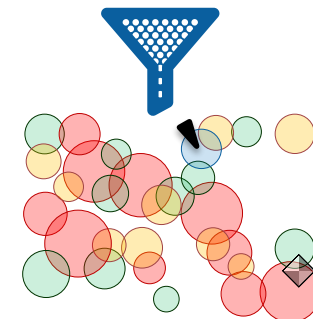
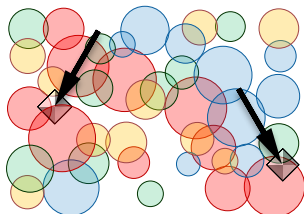


Class 1 medical certificate holders

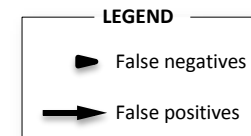
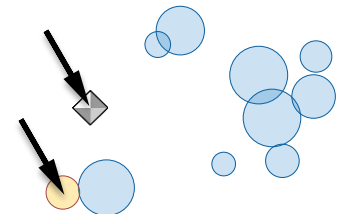


Operator recruitment process

Class 1 medical certificate holders



Selected Class 1 medical certificate holders





Conclusion

- No single action is 100% efficient
- Each action is a step towards a safer system
- Improving safety is harder when safety level is high
- The Aircrew Action Plan is all about:
 - Acknowledging the above
 - Striving for a safer aviation system
 - Aiming for the EU strategic safety objectives i.e. reducing the accident rate by 0,6 per 10^7 flights in the next 10 years



Objective of the conference

- Present the regulatory proposal
- Discuss the proposal
- Get feedback to identify potential opportunities for improvement



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Thank you for
your attention

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