



# EASA-OPTICS CONFERENCE

## on Aviation Safety Research

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*Do Politics and Safety mix well?*

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**12th-13th April, 2016**

Radisson Blu Hotel | Cologne, Germany

**14th April, 2016**

EASA | Cologne, Germany

**OPTICS DISSEMINATION  
EVENT**

*AVIATION SAFETY  
RESEARCH AND INNOVATION:  
Flightpath 2050  
Maintain Heading!*



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## *on Aviation Safety Research*

**The development of a safe and growing aviation business, whilst reassuring the travelling public that it is safe to fly, is a major mission of both EU and national aviation policies. Achieving such overarching goals calls for policy-makers to balance complex and often conflicting demands linked with aspects such as air transport performance, safety, security, cost-efficiency and competitiveness, environmental factors, etc. But in the process of establishing such policies, can unintentional yet detrimental pressure on aviation safety be exerted?**

Air transport and aviation safety research provide essential tools to assess emerging and future safety issues, but does the outreach of produced data, information and knowledge extend beyond the traditional experts' circles? Does this potential lack of feedback undermine the focus of the research that should be performed? Also, if we are doing the right research, is it ultimately being implemented? Complex relationships between politics, industry, researchers and society raise several other questions:

- ▶ **How do policy-makers know what can and cannot be delivered in terms of safety?**
- ▶ **How do they know their policies won't have negative effects on safety?**
- ▶ **How do those on the business side flag concerns when negative effects are threatening safety?**
- ▶ **Are our policies and safety measures really preventing accidents from recurring?**
- ▶ **How do we react to new threats, to 'game-changers'?**
- ▶ **Is safety research really helping to make us safer?**

In cooperation with EASA, the European Commission, and the Advisory Council of Aviation Research & Innovation in Europe (ACARE), the EU's OPTICS Project is organising a two day event in Cologne in order to provide answers to these questions, and ways forward to ensure continued aviation safety in Europe.

This Conference is aimed at five groups: Policy-makers, Regulators, Industry leaders and representatives, Safety Managers, and Safety Researchers. These are the people overseeing the safety of aviation in Europe. Each group already does this at their own level, but the point of this Conference is to ensure that this focus on safety works collectively, meaning that from EU and national policies, to the companies they affect, the thinking is 'joined-up'.



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### **TWO DAYS ON SAFETY: KEYNOTES, WORKSHOPS, PANEL DISCUSSIONS**

Each day will hear from leaders in policy-making and regulation, industry and safety research, with an emphasis on where the overall governance approach for aviation safety, which involves these stakeholders, is working well, and where it needs to be improved.

The 2-Day event will be structured around the following four workshops, each launched by short plenary presentations to highlight the key issues. At the end of each day there will be a panel session to discuss the insights and ideas raised in the workshops, along with ample networking opportunities in the coffee and lunch breaks and on the evening of the first day.

#### **WORKSHOP #1:**

##### **HOW DO WE SET AND MONITOR TARGETS THAT IMPROVE BOTH BUSINESS AND SAFETY?**

Are we monitoring the right targets? Are they making us safer? Are performance targets affecting safety? Could previous major accidents still occur today? What are the dangers of 'targetology'?

#### **WORKSHOP #2 :**

##### **HOW DO WE SEE AROUND THE CORNER, WHEN NEW ISSUES ARISE AND WE CAN'T WAIT FOR REGULATION?**

How do we prepare for 'game-changers'? How do we find the weak signals that matter? Is Big Data the answer? When should we wait for regulation, and when shouldn't we?

#### **WORKSHOP #3:**

##### **ARE WE IMPLEMENTING THE GOOD SAFETY RESEARCH?**

How do we ensure key safety research results are implemented? Where has it worked, where has it failed? What are the key bottlenecks and obstacles, and how do we overcome them?

#### **WORKSHOP #4:**

##### **ARE WE MAKING EFFICIENT USE OF EUROPEAN SAFETY RESEARCH RESOURCES?**

How do we organise the existing European Safety Research & Innovation resources to meet our collective safety research needs? Do we need Centres of Excellence in different safety fields? Do we even know all our safety research capabilities?

Following the event a report will be produced summarising the main issues and arguments arising concerning European aviation safety, along with recommendations on future safety research avenues that could improve safety and safety governance.



**14th April, 2016**  
EASA | Cologne, Germany



## **OPTICS DISSEMINATION EVENT**

*AVIATION SAFETY RESEARCH AND INNOVATION:  
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**Following the first OPTICS Dissemination Event held at the EC in 2014, and the OPTICS Dissemination activities at Aerodays 2015, EASA will host the Third OPTICS Dissemination Event in Cologne on the 14th April, back-to-back with the EASA-OPTICS Safety Conference.**

**The event will highlight safety research from the main European funding programmes: Clean Sky, SESAR (including SESAR long term research), Future Sky Safety and the European Commission's 7th Framework, to provide a broad overview of how Aviation Safety research in Europe is helping us move towards the achievement of the Flightpath 2050 safety vision.**

The event will be an opportunity for a set of key safety research projects from the different programmes to present their activities and results, and will be an excellent occasion for the participants to know what is going on at the forefront of aviation safety, as well as for establishing new contacts with other research institutions, universities and aviation industry partners.

A session dedicated to the OPTICS 2nd year assessment results will illustrate the coverage of the 10 Safety Enablers of the SRIA (ACARE Strategic Research and Innovation Agenda), the top priorities for future research directions, the research products that appear to be 'ripe' for transitioning to industry, and the gaps and bottlenecks between safety research & innovation implementation.

The event is targeted to all research entities involved in aviation safety research activities, including aviation companies and organisations, regulators, universities and research institutions, leaders from the major aviation programmes, and European Commission Project Coordinators.

Whilst the OPTICS Dissemination Event is independent from the two-day EASA-OPTICS Safety Conference, and a separate registration will be required, it is hoped that many participants will stay for the full three days of these two linked events. The advantage of attending all three days is a clearer oversight of the research-to-industry 'pipeline', from the EC's societal goals and associated transport strategies, to industry's needs and constraints, to European aviation research's capability to deliver new, implementable solutions. It is a chance to see the entire aviation research business model, and to help improve it for industry, research organisations, and the travelling public, and maintain Europe's standing as a leading player and innovator in aviation safety.

