

## MINUTES OF MEETING

**Subject : CAS.COM #8**

**Date: 6 May 2021**

**Location: Videoconference**

**Organised by**

**Safety Intelligence and Performance Department (SM.1)**

**Ref.**

**Final**

### MoM Distribution:

The minutes of the CAS.COM meetings will be published on the [European Advisory Bodies SharePoint Site](#). Please email: [Antonio.Gonzalez-Gomez@easa.europa.eu](mailto:Antonio.Gonzalez-Gomez@easa.europa.eu) if you don't have access.

<b>MoM prepared</b>	Antonio González Gómez/ John Franklin	<b>07/05/2021</b>	Done
<b>MoM validated</b>	N. Ben Mami on behalf of Erick Ferrandez (Secretary)	<b>10/05/2021</b>	Done
<b>MoM reviewed</b>	Y. Malinge (Chair)	<b>25/05/2021</b>	Done
<b>MoM sent</b>	Members and Alternates	<b>25/05/2021</b>	Done

### Members

1. Yannick Malinge, ASD Airbus (Chair)
2. Jim Pegram, A4E (Vice-Chair)
3. Geir Ove Eriksen, AEI
4. Thomas Loeff, IAAPS
5. Johan Glantz, EBAA
6. Stephen Richardson, EIMG
7. Dan Banja, ECOGAS
8. Ansgar Sickert, ACI
9. Gus Garcia, ASD Thales
10. Dragos Munteanu, IATA
11. Pierre Georges, ASD Dassault
12. Richard Williamson, ASD Rolls Royce
13. Mauro Mari (ETF (UILTRASPORTI))

### EASA participants

1. Erick Ferrandez, Head of Safety Intelligence and Performance Department
2. Antonio González Gómez, Safety Promotion Officer
3. Nabil Ben Mami, Safety Risk Management Section Manager
4. Aigars Krastins, Senior Domain Safety Risk Manager
5. John Franklin, Safety Actions Section Manager

### Apologies

1. Paul Reuter (ECA)
2. Osman Saafan, SAB Vice-Chair
3. Nick Rhodes (ERAA)

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### Related Links/ Documents:

- Minutes CAS.COM #07 - 2020 – [here](#)
- Meeting documents CAS.COM #08 - 2021 – [here](#) (access meeting #8)

## 1. Opening and Welcome

**Y. Malinge** welcomed everyone to the meeting. He paid tribute to **Bernard Ziegler**, Airbus's Fly-By-Wire Visionary, who passed away recently. No agenda AOB points were added. The minutes from the #7 meeting were adopted at the end of the meeting, all of its action points constitute the #8 meeting's agenda points.

## 2. EPAS Planning and Consultation on Strategic Priorities

**J. Franklin and Y. Malinge** took the participants through each of the CAS.COM key priorities (in the attached CAS.COM Priorities) presentation (**Item 2 - CAS.COM Priorities**). This provided the title of the priority/ topic along with any specific sub-issues identified during previous discussions. There was then information on the associated Safety Issues and the actions currently identified in EPAS and elsewhere to mitigate the risk of the topic. The key question discussed was "Is there enough to either mitigate the risk through specific actions or where needed, further analysis/ intelligence activities?"

### Actions:

- **All members** were invited to review the presentation on CAS.COM priorities with actions and analysis activities and inform the chair and EASA of any further comments (deadline by the **end of May**).
- **J. Franklin and J. Pegram** would liaise on the need for any immediate work to promote practices on automated approaches. J. Franklin would link to work in General Aviation on GNSS approach to non-instrument runways.
- **J. Pegram** would summarise the situation in Easyjet in relation to approaches at the next CAT.CAG meeting for further safety assesement (**N. Ben Mami** to invite).
- **E. Ferrandez and J. Pegram** would raise the subject of a directed study on Terrain and Obstacle Databases for a D4S Directed Study.
- **J. Franklin** would add IT Tools and its impact on safety (how IT departments make sure the IT systems are managed) to the Resilience Priority Area.
- Security and Cybersecurity has to be linked to safety implication with a link to SMS (**E. Ferrandez** mentioned that a concept is under development at EASA and that there will be a SAFE panel too on this very topic). **N. Ben Mami** mentioned that a Security and Cyber Security domains were implementing processes that mimics the SRM. When mature enough, the resulting portolios will be presented to the CAS.COM.
- **J. Franklin** would provide further details on the priorities in the CAS.COM priority list to define them in more detail and the fact sheets would be used to continually monitor progress and review at future meetings.

## 3. Updated COVID-19 Safety Issues.

**N. Ben Mami (EASA)** provided a presentation (**Item 3b - CV19 Safety Risk Portfolio update for CAS.COM**) on the latest update to the COVID-19 Safety Issues that was published on 28 April 2021 (**Item 3a - Review of Aviation Safety Issues From COVID-19 Final April 2021**). Slide 3 shows the new safety issues added.

**Y. Malinge** asked how Eurocontrol as a key player of the ramp up was being safety oversighted. N. Ben Mami explained that the ATM/ANS sector in general was the target of many mitigations developed by EASA in the frame of the EASA specific



COVID-19 safety actions (e.g.: RNO, etc.) and will be one of the key sectors to be covered by the ramp up campaign currently prepared by the EASA Safety promotion team. See next paragraph.

**Actions:**

- The CAS.COM is invited to circulate the portfolio and provide feedback to EASA after its review.
- For **E. Ferrandez** and **J. Pegram** to evaluate how D4S can support to observe the safety performance trends during the ramp up. See also links with US FAS.

#### **4. Restart Messages**

**J. Franklin** provided an update on the latest status of the COVID Ramp-Up, Be Ready and Stay Safe Campaign (see presentations **Item 4a- Campaign and Safety Week Overview**, **Item 4b - COVID Ramp Up - Be Ready Stay Safe Campaign Overview** and **Item 4c - Ramp Up Messaging by Domain**). Also a topic covered during SAFE 360. Most CAS.COM members were already involved in the campaign development so it was mostly an information update at this stage. The goal would be to launch the campaign in late May.

**Actions:**

- The presentation to be sent again to the CAS.COM
- For CAS.COM to contact **J. Franklin** (latest by 14 May) if anything specific is needed as part of the restart message.

#### **5. Fitness for Duty/ Wellbeing/ Skills and Knowledge Degradation**

Prior to the meeting **J. Franklin** had provided a paper outlining a project approach to Organisational Wellbeing/ Personnel Fitness for duty (see **Item 5 - Position Paper - Fitness for Duty for CAS.COM**). This was also discussed under the context of the CAS.COM priorities (point 2).

**Action:**

- **J. Franklin** and the EASA Safety Promotion Team would move ahead to the next phase of the work to scope of the project plan to identify the aspects of Organisational Wellbeing and to provide practical material to support implementation.

#### **6. Supporting Effective SMS Implementation**

Prior to the meeting **J. Franklin** had provided a paper outlining a safety promotion campaign to promote effective SMS implementation (**Item 6 - SM TeB - CAS.COM - Safety Management SP**). This was discussed during the CAS.COM priorities (point 2) under safety management. **Y. Maligne** promoted for CAS.COM members to encouraged companies with success stories of SMS aspects that work to share with EASA in this campaign

**Action:**

- **CAS.COM members** were asked to provide comments on the safety promotion campaign plan for effective SMS implementation, particularly in terms of the practical benefits for the operational community, and to offer their support to create practical case studies and material or the campaign (contact **J. Franklin**).
- Progress and results on points 5 and 6 above will be reported during the next CAS.COM meeting.

#### **7. FAST**

The meeting also discussed the future role for the FAST activity proposed by the CAT.CAG.

The chairs considers that FAST could be a bit redundant with the role of the CAS.COM and the CAGs. Additionally, there is uncertainty on the future of CAS.COM and eventually of the sub groups because of the current review of the AB's structure by EASA and the SAB.

**P. Georges** explained that FAST should report to the CAG and would support the group defining in details the foreseen long term safety issues which could be seen as different from the current role of the CAT A CAG.

**E. Ferrandez** concluded that FAST can be an interesting exercise to give us more perspectives for the “see it coming” part of the aviation safety risk picture but because the aviation risk picture is at the moment totally reshuffled and the situation is not yet stable, it was better to postpone such revival if any.

**Conclusion:**

The CAS.COM concluded not to pursue a revival for the moment but eventually to reopen the discussion when the safety landscape will have stabilised again.



## 8. AOB

### SAFE360

J. Franklin provided an update on the development of SAFE360 that will take place as a virtual event from 8-10 June 2021. More information can be found on the [EASA event webpage](#).

#### Action:

- **CAS.COM members** to spread the word about the event.

#### Next meeting

The next CAS.COM meeting will be planned in accordance with the EPAS consultation cycle yet to be released

