



EASA

European Aviation Safety Agency

EASA Strategy, the European Plan for Aviation Safety (EPAS) and EASA Advisory Bodies: an opportunity for UN WFP operators

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EASA

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Developing the 2017-2021 Programmes





European Commission: 10 Priorities

1. **Jobs, Growth and Investment**

- ✓ Creating jobs and boosting growth — without creating new debt

2. **Digital Single Market**

- ✓ Bringing down barriers to unlock online opportunities

3. **Energy Union and Climate**

- ✓ Making energy more secure, affordable and sustainable

4. **Internal Market**

- ✓ Stronger industry, fewer national trade barriers, stricter business ethics

5. **Economic and Monetary Union**

- ✓ A deeper and fairer economic and monetary Union

6. **EU-US Free Trade**

- ✓ Reaching a reasonable and balanced trade agreement

7. **Justice and Fundamental Rights**

- ✓ Upholding shared values, the rule of law and fundamental rights

8. **Migration**

- ✓ Towards a European agenda on Migration

9. **EU as a Global Actor**

- ✓ A stronger global actor

10. **Democratic Change**

- ✓ Making the EU more democratic

Transport Focus Areas



Objectives for the Transport Agencies

(Commission) Transport Focus Areas

- ✓ Jobs, Growth and Investment
- ✓ Internal Market
- ✓ EU as a Global Actor
- ✓ Democratic Change



Objectives for the Transport Agencies

- ✓ Become global leaders
- ✓ One-stop shop for all domain-related matters
- ✓ Efficiency effort to be made, particularly to simplify processes
- ✓ Support to the industry
- ✓ Strategic alignment with EC Priorities/Objectives
- ✓ Innovative funding schemes



***“Our mission is to provide safe air travel
for the EU citizens in Europe
and worldwide.”***



Agency Strategic Statements

- The Agency works on safety, in a proactive manner, helped by enhanced safety analysis capability.
- The EASA is one system based on partners working in an integrated, harmonised and coordinated manner.
- The Agency builds on committed, agile and talented staff.
- Rules are smart, proportionate and contribute to the competitiveness of the Industry.
- The Agency will continue to be independent from political or economic influence in all its safety actions.



Developing the Strategic Plan and the MAP

Commission
Priorities

Internal
Contributions

Strategy
Workshop

Stakeholders
Analysis





Agency Approach

Objectives formulated in the EPAS/RMP 2017-2021
(under para “*what we want to achieve*”)

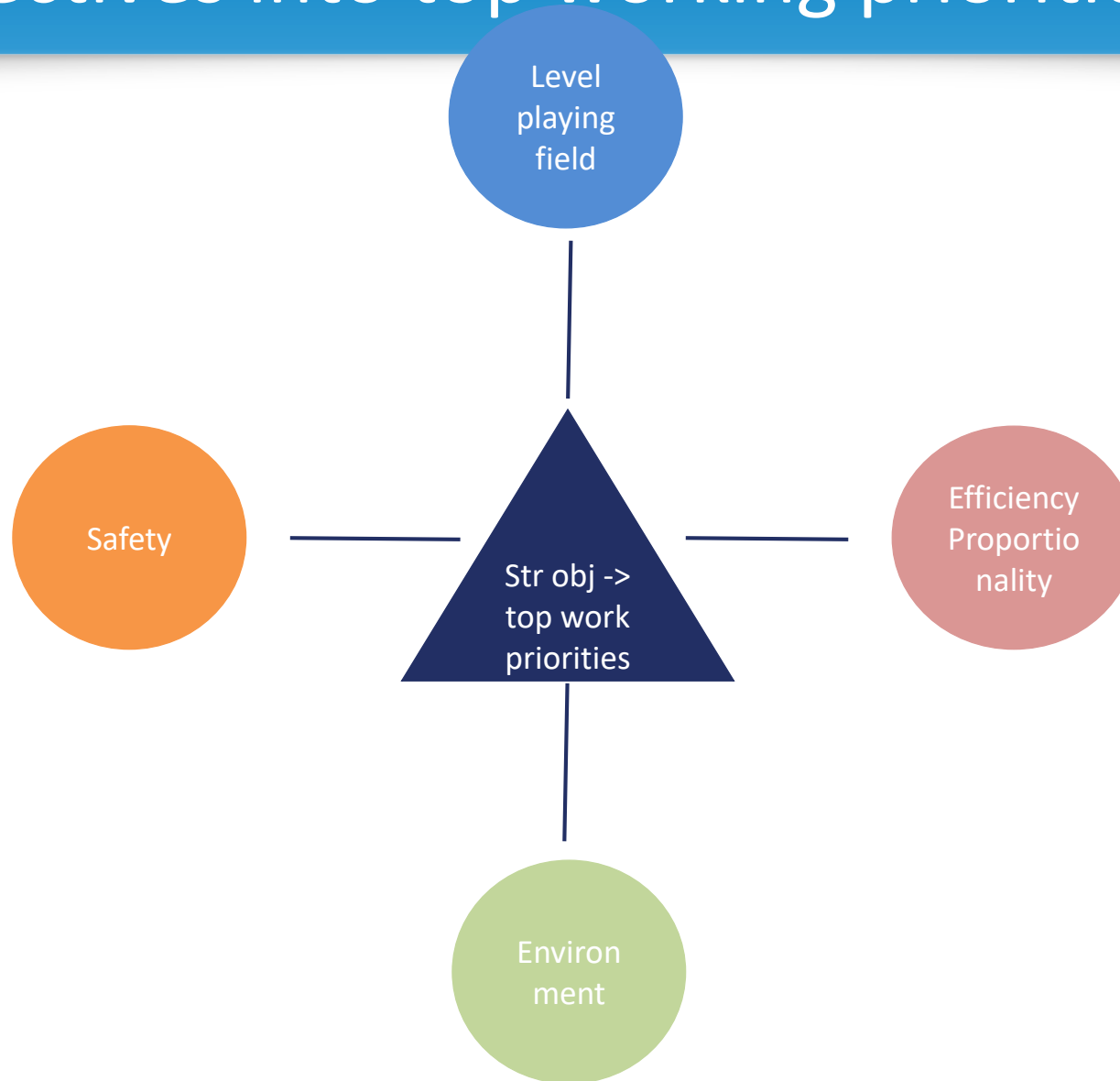
EASA Strategic Plan used to identify how Programmes
contribute to meet Strategic Objectives

Evidence base (incl. Preliminary Impact Assessment,
Safety Risk Portfolios) - bottom up - justifies choice of
Priorities

We are seeking **Advisory Bodies** feedback early in the
Development Cycle



Four drivers in developing the strategic objectives into top working priorities





Top work priorities / Strategic Safety related

Safety

Reduce the risk of Loss of Control in Flight

Reduce the risk of runway excursions and incursions

Work with authorities **and organisations** to implement safety management

Ensure the safe integration of drones into non-segregated airspace

Prepare the EU aviation system to mitigate **security** risks with an impact on safety

Address current and future safety risks arising from new and emerging business models.



Top work priorities / Level Playing Field related

Level Playing Field

Implement the review of
the Basic Regulation

Facilitate all-weather
operations

Enable new technologies

Harmonise flight time
limitations requirements



Top work priorities / Efficiency related

Efficiency

Reduce the regulatory burden for General Aviation - Facilitate the safe integration of drones in airspace

Facilitate the introduction of electric propulsion

Enable the implementation of new technologies developed by SESAR

Better regulations



Environment

Climate
Change



Disseminating information on conflict zones

- 17 July 2014: Crash of Malaysia Airlines flight MH17 298 *fatalities*
- 29 September 2015: Launch of European High Level Task Force
- 17 March 2016 Final Report to European Commissioner
 - https://www.easa.europa.eu/system/files/dfu/208599_EASA_CONFLICT_ZONE_CHAIRMAN_REPORT_no_B_update.pdf



Conflict Zone Alerting System (EU Level) Objective

- The objective is to join up available intelligence sources and conflict zone risk assessment capabilities, to enable the publication of information on conflict zone risks
- Publication= Conflict Zone Information Bulletin (CZIB)
- It complements national mechanisms when they exist, by adding a European level common risk picture



3 Types of CZIB's

- Based on national publications
 - Based on threat information
 - Based on a EU common risk assessment
-
- *CZIB recommendation: Operators should take this information and any other relevant information into account in their own risk assessments, alongside any available guidance or directions from their national authority as appropriate.*



Safety Publication Tool

Keyword:

[advanced search](#)

AD Workshop

The 5th EASA Airworthiness Directives (AD) Workshop will be held on 28 November 2017 in Cologne. The event is addressed to all interested stakeholders such as operators, CAMO, maintenance organisations, design approval holders, who want to have a better understanding of EASA processes related to safety publications. More information and online registration are available [here](#).

List of Conflict Zone Information Bulletin

Displaying records 1 to 20 out of a total of 21 publications.

Number	Issued by	Issue date ▼	Subject	Approval Holder / Type Designation
CZIB-2017-06R1		2017-09-19	CZIB Airspace of North Korea – Pyongyang Flight Information Region	Conflict Zone Information Bulletin
CZIB-2017-07		2017-08-31	CZIB Airspace of Yemen – Sana'a Flight Information Region	Conflict Zone Information Bulletin
CZIB-2017-01R1		2017-08-31	CZIB Airspace of Mali within Niamey Flight Information Region	Conflict Zone Information Bulletin
CZIB-2016-01R2		2017-08-31	CZIB Airspace of Kenya	Conflict Zone Information Bulletin
CZIB-2017-05		2017-03-31	CZIB Airspace of Somalia	Conflict Zone Information Bulletin
CZIB-2017-02		2017-03-31	CZIB Airspace of Libya	Conflict Zone Information Bulletin
CZIB-2017-04		2017-03-31	CZIB Airspace of Iraq	Conflict Zone Information Bulletin
CZIB-2017-03		2017-03-31	CZIB Airspace of Syria	Conflict Zone Information Bulletin
2014-25R1		2016-04-07	CZIB CANCELLED: Replaced by EASA CZIB 2017-03	Conflict Zone Information Bulletin
2014-21R1		2016-02-19	CZIB Eastern Ukrainian Airspace	Conflict Zone Information Bulletin
2015-23R1		2016-02-15	CZIB CANCELLED: Replaced by EASA CZIB 2017-05	Conflict Zone Information Bulletin
2014-24R2		2015-12-23	CZIB CANCELLED: Replaced by EASA CZIB 2017-04	Conflict Zone Information Bulletin
2014-30R2		2015-12-07	CZIB Egypt Sinai Peninsula Airspace	Conflict Zone Information Bulletin

•Information available

<http://www.easa.europa.eu/easa-and-you/air-operations/information-on-conflict-zones>



One Multi-Annual Plan for Europe: Strategic Actions



Rulemaking

Safety Promotion

Focused Oversight

Research



Example: Annual Safety Review CAT helicopter off-shore operations Safety Risk Portfolio

➤ Safety issues:

- Technical
- Operational
- Human
- Organisational
- and Consequences

Technical	Diagnosis (and Tolerance) of System Failures
	System Reliability

Operational	Operation in Adverse Weather Conditions
	Detection, Recognition and Recovery of Deviation from Normal Operations
	Pre-Flight Preparation/ Planning and In-Flight Re-Planning
	Ground/Helideck Operations
	Aircraft Maintenance
	Helicopter Landing Environment
	Control and Management of the Static Operating Environment
	Control and Management of the Dynamic Operating Environment
	Control of the Helicopter Flight Path and Use of AFCS Capabilities
	In-Flight Fuel Management
	Obstacle Clearance

Human	Flight Crew Perception and Awareness, Decision Making and Planning
	Use and Adequacy of Rules and Procedures
	CRM and Communications
	Personal Readiness
	Knowledge and Competency of Individuals
Organisational	Management of Personnel
	Safety Leadership and Culture
	SMS Implementation
	Regulation and Oversight
Consequences	Survival and Egress
	Forced Landings



EPAS Safety actions: rulemaking actions (ref. rotorcraft products)

➤ **Planned Rulemaking actions :**

- Helicopter ditching and water impact occupant survivability
- Pilot compartment view
- Rotorcraft gearbox loss of lubrication
- Controlled flight into terrain (CFIT) prevention with helicopter terrain avoidance warning systems (HTAWS)
- Prevention of catastrophic accidents due to rotorcraft hoists issues
- Improvement in the survivability of rotorcraft occupants in the event of a crash
- Reduction in accidents caused by failures of critical rotor and rotor drive components through improved vibration health monitoring systems
- Reduction in human-factors-caused rotorcraft accidents that are attributed to the rotorcraft design



EPAS Safety actions: safety promotion - last EHEST deliverables



► Website soon transferred to [EASA Safety Promotion](#)



EPAS Safety actions – safety promotion

➤ Planned Safety Promotion actions:

- Helicopter safety events (Rotorcraft Symposium, ...)
- Implementation of HUMS best practice in offshore operations
- Routine review of offshore helicopter safety
- Support the development and implementation of FCOM for offshore helicopter operations



EPAS Safety actions – focused oversight

➤ Planned Focused Oversight actions:

- Monitor availability of adequate personnel in competent authorities (CA)
- Support CA in defining right competences and in providing training to their staff
- Raise quality of support to GA flights by Air Navigation Service Providers
- Cooperative oversight of local CA with other concerned CA and with EASA support, and exchange of best practice and guidance
- Conduct of audits within risk-based oversight



EPAS Safety actions – research

➤ Planned Research actions:

- Enable urgent aviation safety research actions
- Get ready for the global context
- Reduce time to market
- Cohesive research planning and monitoring



EASA
European Aviation Safety Agency

Available
here



**European Plan for
Aviation Safety (EPAS)**
2017–2021



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The Advisory Bodies - Outline

- **Background**
- **The Advisory Bodies (AB) function**
- **The Member States - MAB and TeB structure**
 - The MAB/TeB functions
- **The Stakeholders - SAB and its Committees structure**
 - The SAB/Committees functions



The EASA Advisory Bodies structure and functions were revised in 2015 via several EASA Management Board (MB) Decisions

[MB Decision 18-2015](#) revising the Agency's Rulemaking Process

[MB Decision 19-2015](#) replacing the Rulemaking Advisory Group (RAG) with the Member States Advisory Body (MAB)

[MB Decision 20-2015](#) replacing the Safety Standards Consultative Committee (SSCC) with the Stakeholders Advisory Body (SAB)



The Advisory Bodies function

MAB, SAB and their sub-groups:

- provide the Agency with a forum for consultation of interested parties and National Aviation Authorities on EASA priorities, at strategic and technical level

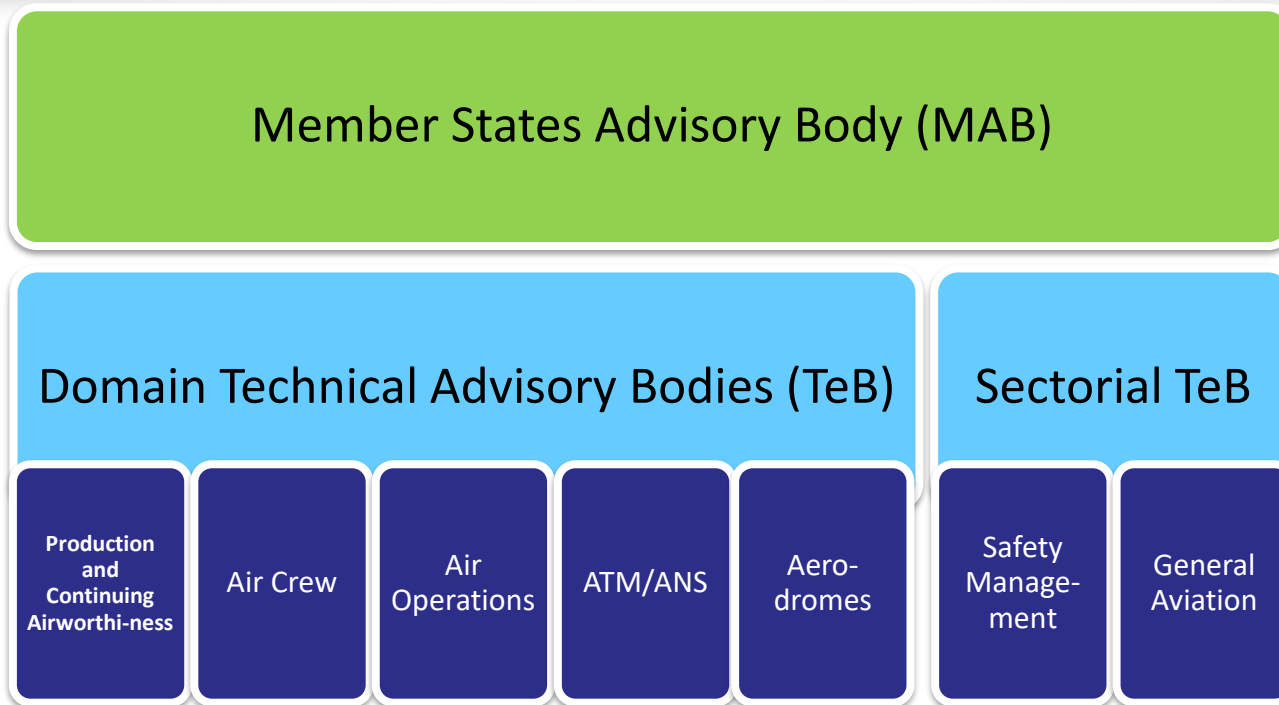
Consultation covers all areas of the rulemaking process;

- advise the Agency on EU wide safety priorities, strategic and horizontal issues

They are key contributors to the European Plan for Aviation Safety (EPAS)



The Member States Advisory Body structure



The MAB and each of the seven TeB have approx.:

- 33 members (EASA Member States & Commission);
- 12 observing States (States having working agreements with the Agency);
- and 4 observing institutions (Eurocontrol, SESAR Joint Undertaking, European Defence Agency, EFTA surveillance authority)



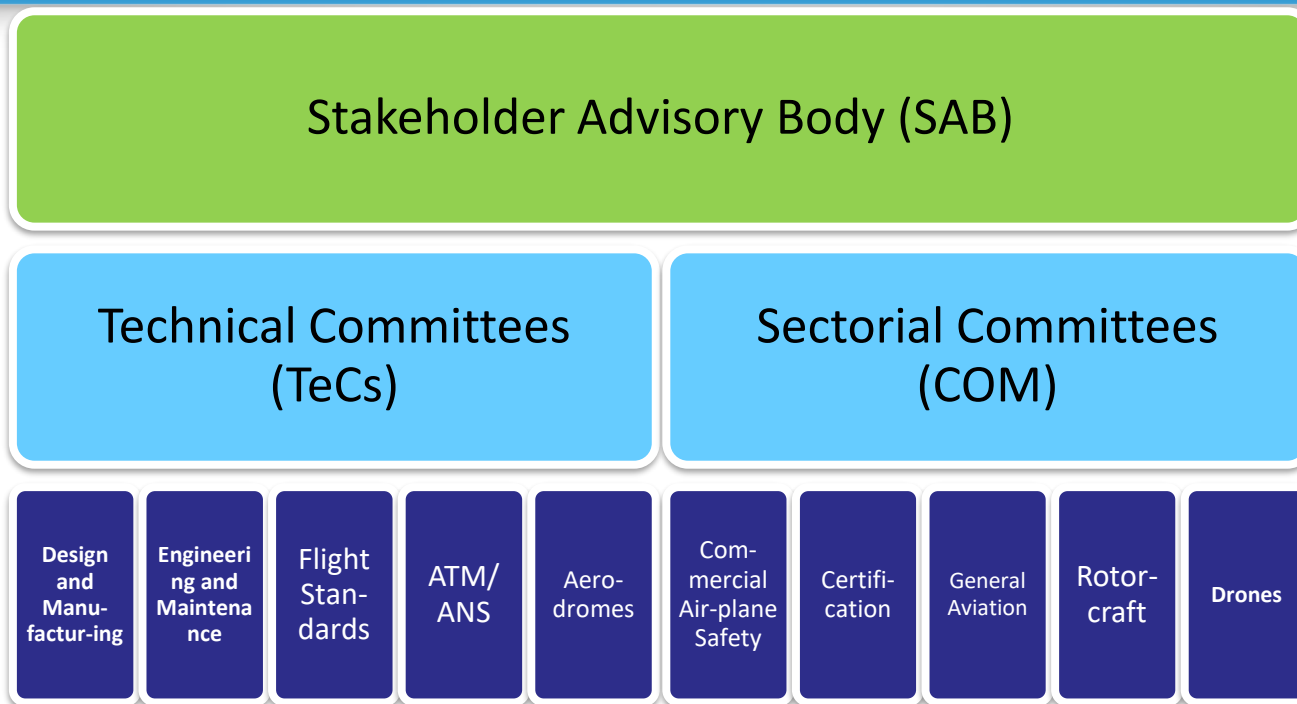
What is new in the MAB functions vs (formerly existing) RAG

Providing advice on:

- strategic developments
- priorities, content and execution of safety programmes (EPAS and Safety Promotion, Rulemaking Programme)
- implementation and standardisation issues of strategic or “horizontal” nature
- international cooperation, agreements, harmonisation activities



The Stakeholder Advisory Body structure



- SAB Rules of Procedure (RoP) are in draft stage;
- SAB is in transitional phase, in particular regarding its committees;
- Members of SAB and committees include: European trade associations, European unions and companies including industry representation from US, Canada and Brazil



What is new in the SAB functions vs (formerly existing) plenary SSCC

- All functions previously performed by EAB (advice to the EASA Management Board)
- Advice on strategic developments
- Advice on content, priorities and execution of EASA safety programmes (EPAS and SP, not only RMP)
- Advice on implementation/standardisation issues of strategic or “horizontal” nature
- Contribute to the Agency’s safety risk management processes, PIA, RIA and other “tools” for developing EPAS, SP and RMP
- Provide economic and other quantitative data for PIA, RIA and “ex-post” evaluation of rules
- Advice on international cooperation, agreements, harmonisation activities



Find out more on EASA's website

<http://www.easa.europa.eu/the-agency/other-easa-boards-and-bodies/advisory-bodies>



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SPARE

Agency Vision & Strategic Objectives

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Agency Vision & Strategic Objectives

1. EASA ambition is to be the foremost Aviation Safety Agency in the world.

Objectives for the Transport Agencies

- ✓ Become global leaders
- ✓ One stop shop for all domain-related matters
- ✓ Efficiency effort to be made, in particular on the simplification of processes
- ✓ Support to the industry
- ✓ Strategic alignment with EC Objectives
- ✓ Innovative funding schemes

- ✓ Facilitating competitiveness, innovation and emerging technologies which generate European success
 - Achieving proportionate and performance-based regulatory actions that efficiently maintain safety, stimulate jobs, growth and European industry.
- ✓ Sustaining worldwide recognition for the European aviation safety system
 - Recognition and respect as a strong partner with integrity, transparency and professional excellence.



Agency Vision & Strategic Objectives

2. The Agency works on safety, in a proactive manner, helped by enhanced safety analysis capability.

Objectives for the Transport Agencies

- ✓ Become global leaders
- ✓ One stop shop for all domain-related matters
- ✓ Efficiency effort to be made, in particular on the simplification of processes
- ✓ Support to the industry
- ✓ Strategic alignment with Juncker's Objectives
- ✓ Innovative funding schemes

- ✓ Applying an advanced, pro-active and systematic approach to aviation safety
 - In consultation with National Authorities and Industry, a Safety Management capability that can programme and deliver effective and robust safety actions.
- ✓ Using information technology to the benefit of the European Safety Management process
 - Managerial and technical processes and interactions with stakeholders are universal, simplified and streamlined



Agency Vision & Strategic Objectives

3. EASA is one system based on partners working in an integrated, harmonised and coordinated manner.

Objectives for the Transport Agencies

- ✓ Become global leaders
- ✓ One stop shop for all domain-related matters
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- ✓ Strategic alignment with Juncker's Objectives
- ✓ Innovative funding schemes

- ✓ Identifying safety deficiencies and taking corrective actions in a common, coordinated and rapid manner
 - A comprehensive Risk-Based Oversight system provides safety performance monitoring of aviation activities
- ✓ Integrating technical resource management at European level for efficiency, effectiveness and flexibility
 - Competent well trained technical experts can be deployed in a coordinated manner to support safety activities and National Authorities throughout Europe
- ✓ Establishing a new resource scheme to sustain the European aviation safety system
 - One new harmonised financial management mechanism that forecasts revenues and reliably provides funds over the complete business cycle. Cooperative oversight and pooling of experts at EU level are included



Agency Vision & Strategic Objectives

4. The Agency builds on committed, agile and talented staff.

Objectives for the Transport Agencies

- ✓ Become global leaders
- ✓ One stop shop for all domain-related matters
- ✓ Efficiency effort to be made, in particular on the simplification of processes
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- ✓ Innovative funding schemes

- ✓ Empowering individuals to develop, engage and grow so as to deliver on our priorities
 - Clear, concise and complete HR policies, procedures and practices that include encompassing recognition, training and development
- ✓ Creating a quality work environment that helps staff succeed
 - Facilities that encourage team work, cooperation and collaboration and encompass a paperless workplace with up-to-date support tools
- ✓ Pledging to improve, refine and simplify processes, procedures and practices so as to drive efficiency
 - Stakeholders receive an efficient, straightforward, quality service with high availability and low bureaucracy



Agency Vision & Strategic Objectives

5. Rules are smart, proportionate and contribute to the competitiveness of the Industry.

Objectives for the Transport Agencies

- ✓ Become global leaders
- ✓ One stop shop for all domain-related matters
- ✓ Efficiency effort to be made, in particular on the simplification of processes
- ✓ Support to the industry
- ✓ Strategic alignment with EC Objectives
- ✓ Innovative funding schemes

- ✓ Redefining and simplifying Rulemaking activities
 - Consultation mechanisms and Rules, Opinions and Guidance that are objective, understandable and responsive to demand
- ✓ Assessing Rules and Regulations to ensure they are effective, proportionate and remain relevant
 - A smart feedback loop constantly improving aviation Rules and Regulations



Agency Vision & Strategic Objectives

6. The Agency will continue to be independent from political or economic influence in all its safety actions.

Objectives for the Transport Agencies

- ✓ Become global leaders
- ✓ One stop shop for all domain-related matters
- ✓ Efficiency effort to be made, in particular on the simplification of processes
- ✓ Support to the industry
- ✓ Strategic alignment with Juncker's Objectives
- ✓ Innovative funding schemes

- ✓ Demonstrating integrity by assuring technical independence and robustness of safety decision making
 - Technical safety decision making that is objective, based on analysis, impact assessment and fair judgment and not influenced by bias or undue influence
- ✓ Minimising the consequences of political or unexpected constraints that may impact aviation safety
 - Problems are anticipated and countermeasures are enacted so that safety risks are minimised and stakeholders' expectations satisfied



What we aim at preventing : e.g. “Key” Risk Areas for CAT Aeroplanes

Aircraft upset in flight

Regulating and promoting Upset Prevention & Recovery Training (UPRT)

Researching on training against startle effect

Runway excursions

- Introducing on-board technology to reduce runway excursions
- Improve aircraft performance requirements in Commercial Air Transport (CAT) operations



Safety Management

- Implementing ICAO Annex 19 in all aviation domains (SMS and State Safety Programme, SSP)

Human Factors and Competence

- Evidence-based /competency-based training
- Promoting best practices in Crew Resource Management



The newcomers (fast developing)

Civil Drones

- Introducing EU Regulatory framework
- Promoting safety operation of drones

Security and Safety

- Cybersecurity roadmap
- **Disseminating information on Conflict Zones**

New Business Models

- Fostering collaborative work among aviation authorities - *Cooperative oversight*
- Supporting operators in identifying potential hazards



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European Aviation Safety Agency

**SPARE
EPAS+**

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EPAS “+” - The Objectives

- A. Ensuring safe air travel for European citizens worldwide
- B. Improving efficiency and simplicity to allow affordable European air services
- C. Enhancing EPAS ownership by Member States and Industry
- D. Supporting EASA and the MS (the European System) in the development of their strategic priorities
- E. Strengthening the link with ICAO



- Focus of the Global Aviation Safety Plan SG meeting:
 - Global Safety Priorities
 - Emerging Issues
 - Goals, Targets and Indicators
 - Roadmap



Vision:

To achieve the goal of zero fatal accidents in scheduled commercial air transport operations by 2030.

Mission:

To continually enhance international aviation safety performance by providing a collaborative framework for states, regions and industry



GASP | Goals & Targets

Goal	Target	
Goal 1: Achieve a continuous reduction of operational safety risks	1.1	Maintain an annual decreasing trend of global accident rate
Goal 2: Strengthen States' safety oversight capabilities	2.1	By 2022, all States to fully implement the core elements of a safety oversight system
	2.2	By 2022, all States to reach a positive safety margin of at least 10%, in all areas
Goal 3: Implement State safety programmes	3.1	By 2023, all States to implement the foundation of a State safety programme (SSP)
	3.2	By 2025, all States to implement an Effective SSP, as appropriate to their aviation system complexity
Goal 4: Increase collaboration at the regional level	4.1	By 2020, States that need support in areas with safety margins below zero, to use a regional safety oversight organization's or another State's ICAO-recognized functions
	4.2	By 2022, all States to contribute information on safety risks, including SSP safety performance indicators (SPIs), to their respective Regional Aviation Safety Groups (RASGs)



Strengthening the link with ICAO

EASA



ICAO



- ☐ GASP relies on implementation at Regional Level.
- ☐ No such mechanism exists at the moment in the EUR/NAT (European Region/North Atlantic Region)
- ☐ EASA has made a proposal for a **EUR Regional Aviation Safety Plan (RASP)** based on Chapter 4 (Safety) of the draft EPAS 2018-2022
- ☐ Proposal to be discussed at RASG-EUR on **30 October**.



EPAS+ Proposals

1. Define common goals and targets for a comprehensive plan for safe and affordable air services
2. Establish policies to implement strategic goals
3. Create distinct strategic and operational parts
4. Revisit monitoring and reporting
5. Develop and implement a communication plan



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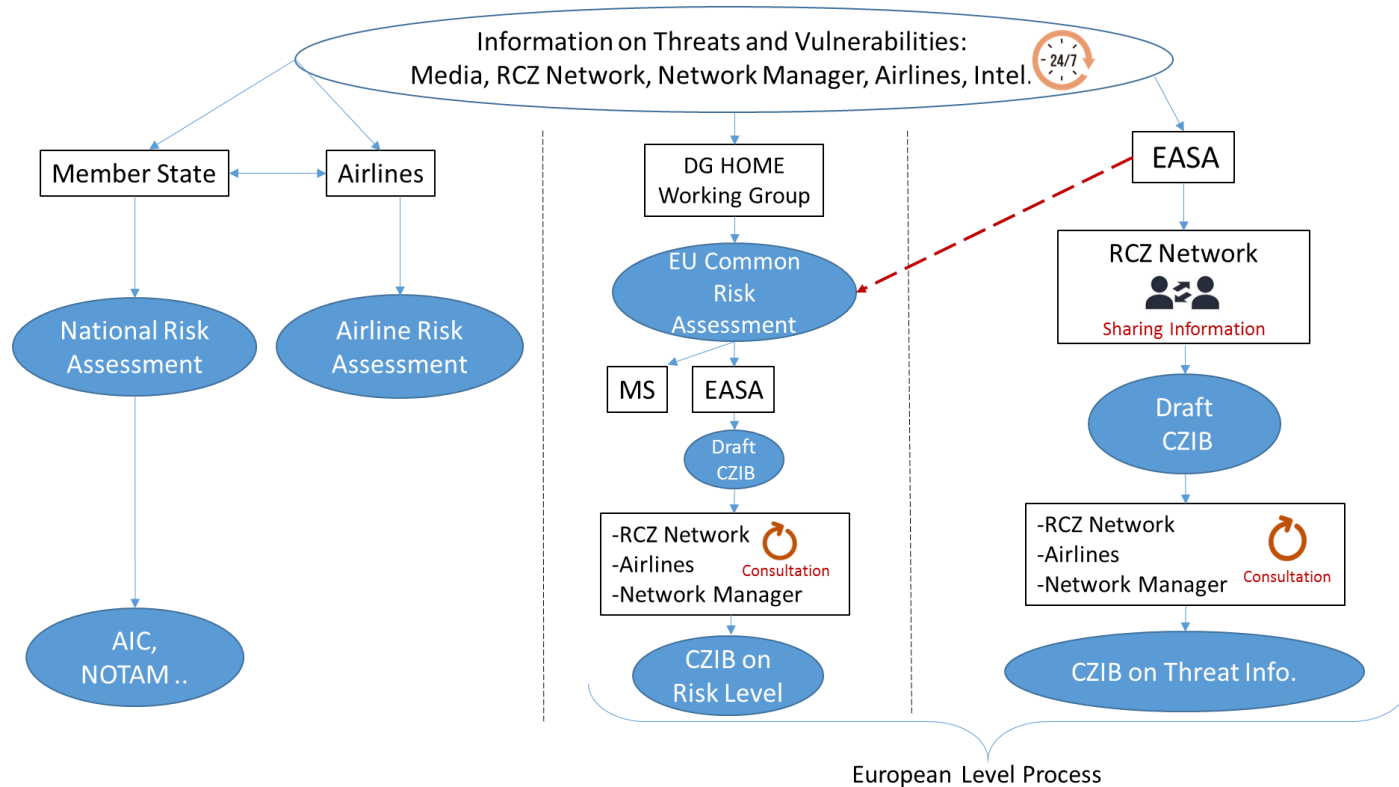
SPARE Conflict zones

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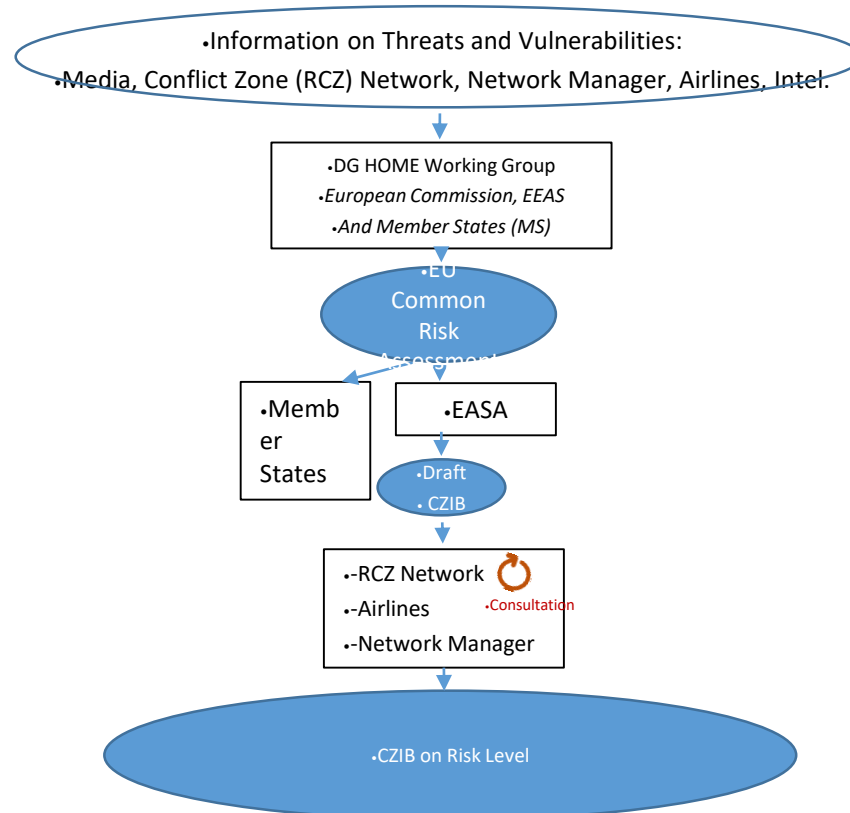


EU Conflict Zone Alerting System





Common Risk Assessment





Next Steps

- Continuous improvements to CZIBs based on common EU risk assessment
 - Language / Airspace definition
 - Avoid unnecessary conservatism
 - How to handle “medium risk” information
 - Other?
- Developing the rapid alert system
 - Receiving threat information from Stakeholders
 - Sharing real-time threat information within the RCZ Network