



European Aviation Safety Agency

Annex A

*EASp Status Report
2013*

Final

This document provides the individual details concerning each of the EASp action items. It includes the latest status on the implementation of each action.

How to read the content

This Annex provides the individual details concerning each of the action items, including a status update and a link to the final deliverable when available. An initial identification of likely deviations in time or scope for each action is also provided. A “traffic-light system” (green, yellow and red colours) has been used to track progress against the plan.

Throughout the Annex, the actions have been organised following a comprehensive format illustrated in the example below:

Safety Actions						
No.	Issue	Actions	Owner	Dates	Type	Deliverable (Measure)
Unique identifier (No.).	Safety issue being addressed.	A brief description of the course of action taken to mitigate the safety issue	The action owner or key stakeholder that will be responsible for its implementation (it does not mean that it is the only one contributing to the action). Being owner of an action means to be able to report on its progress.	As a minimum the year in which the deliverable is expected. When possible the starting year is also provided. Actions due in the year that the plan is issued are highlighted in yellow since the commitment is in this case stronger.	The actions type: rulemaking (R), Oversight (O) or Safety Assurance and Promotion (SP) according to the functional areas that are part of the EASP. When a rulemaking task has been created or a research project has been launched, the reference is provided in brackets (e.g. ATM.001 refers to a rulemaking task as it can be found in EASA’s rulemaking programme).	The deliverable that is expected as a result of the actions. It allows evaluating the completion status on a yearly basis and serves as a first measure of progress.

Each action is accompanied by its implementation status according to the following format

Implementation					
Update	Status	Lead	According to PLAN	Reasons for deviation	Deliverables
Brief description of the progress made on the action	Not started Started Advanced Complete Closed	Organisation/Team leading the development of the action	On schedule Less than one year late More than one year late Not finalised	When there are deviations according to what was initially planned the reasons are recorded here.	A link to the deliverable or relevant website is provided when available

The new actions incorporated in a given year contain a “**NEW**” marker next to the action number in the identifier column

Systemic Issues						
No.	Issue	Actions	Owner	Dates	Type	Deliverable (Measure)
1. Working with States to implement and develop SSPs						
SYS1.3a	Incorporation of SSP in all domains of aviation.	Incorporate SSPs and enablers in the IR for initial airworthiness (enablers are supporting tools like system safety analysis, occurrence reporting and human factors).	EASA & EC	2017	R (MDM.060) (RMT.0262 and RMT.0550)	Opinion/Decision
SYS1.3b	Incorporation of SSP in all domains of aviation.	Incorporate SSPs and enablers in the IR for continuing airworthiness (enablers are supporting tools like system safety analysis, occurrence reporting and human factors).	EASA & EC	2014	R (MDM.055) (RMT.0251)	Opinion/Decision
SYS1.4	Incorporation of SSP in all domains of aviation.	Incorporate SSPs and enablers in the requirements on Competent Authorities in ATM/ANS.	EASA & EC	2013	R (ATM.004(a) and (b)) (RMT.0157 and .0158)	Opinion/Decision

Implementation						
Update	Status	Lead	According to PLAN?	Reasons for deviation	Deliverable(s)	
MDM.060 project for initial airworthiness (Commission Regulation (EC) No.748/2012) will focus on introduction of safety management principles into "Part-21" (Annex to Regulation 748/2012). MDM.060 project combines four rulemaking tasks on two subjects: Level of Involvement (LOI) of the Agency in product certification (RMT.0262 (IR) + RMT.0611(AMC/GM)) and Safety Management System (SMS) for Design and Manufacturing organisations (RMT.0550 (IR) + RMT.0612 (AMC/GM)). The MDM.060 project will introduce LOI/MS requirements for competent authorities performing oversight of Design and Manufacturing organisations. Common ToR for MDM.060 project have been published, together with a concept paper, on EASA website on 27/08/ 2013.	Started	R.4	On-schedule	No deviation		
The LOI part of the project is at the stage of a Notice of Proposed Amendment (NPA) to introduce LOI into Part-21 (RMT.0262 - implementing rules only). Opinion with LOI rules is scheduled for 2014/Q2 and Decision with AMC/GM material for 2015/Q2. The implementation of LOI is supported by a number of pilot projects to test the LOI concept and develop AMC/GM material.				Specific mandate for SSP will not be in the IRs.	ToR and Concept Paper MDM.060	
The MS part of the project has started with preparation of the pilot projects for introduction of MS requirements into Part-21. Opinion for MS rules is scheduled for 2015/Q4 and Decision for AMC/GM 2016/Q4. The implementation of LOI is supported by a number of pilot projects to test the LOI concept and develop AMC/GM material.						
Synchronised implementation of LOI and SMS is expected in 2017/2018, depending on a transitional period to be decided.						
The work on continuing airworthiness (MDM.055) has resulted in publication of the NPA 2013-01 covering Part-M and Part-145. NPA 2013-19 covering Part-66 and Part-147 has been published in October. The first Opinion/Decision is now scheduled for 2014/Q4.	Advanced	R.4	On-schedule	Specific mandate for SSP will not be in the IRs.	NPA 2013-01 NPA 2013-19	
In both tasks the provisions in Part-AR designed to support the implementation of SSP (exchange of information, management system and oversight) will be considered for amending the airworthiness rules. However there will be no explicit requirements mandating SSPs/Safety Plans for the Member States.						
Commission Implementing Regulation No 1034/2011 was adopted on 17th of October 2011. The regulation contains some elements that facilitate the implementation of SSP in the field of ATM/ANS. The next phase of the rulemaking task brings further enhancements in this area in order to align with a similar provision existing already in the field of aerodromes, ATCO training organisations, aircraft operations and air crew. NPA on the related IR was issued on 10/05/2013. The subject CRD and subsequent opinion are foreseen accordingly for Q1 and Q2/2014.	Advanced	R5.1	Less than one year late	RMP 2014-2017. Next phase of Rulemaking expected in 2014	Commission Implementing Regulation No. 1034/ 2011 NPA 2013-08	

EASp Status Report 2013

Systemic Issues						
No.	Issue	Actions	Owner	Dates	Type	Deliverable (Measure)
SYS1.5	Incorporation of SSP in all domains of aviation.	Incorporate SSPs and enablers in the requirements for aerodrome oversight authorities.	EASA & EC	2012 2013	R (ADR.001) (RMT.0139)	Opinion/Decision
SYS1.6	Safety Management promotion and information.	Organise a workshop with MS to share experience on national implementation of the Authority and Organisation requirements.	EASA	2013 2014	SP	Workshop
SYS1.7	SSPs are not consistently available in Europe.	Member States to give priority to the work on SSPs.	MS	2014	SP	SSP established

Implementation						
Update	Status	Lead	According to PLAN?	Reasons for deviation	Deliverable(s)	
Work started in July 2010. NPA 2011-20 was published on 13 December 2011. The NPA contains draft rules for the certification, management, operation and design of aerodromes. The Comment Response Document was published on 26 November 2012. The public and stakeholders were asked to give their reactions on the CRD documents by February 3, 2013. The Agency issued Opinion 01/2013 according to the plan, in 2013/Q1. The Opinion contains the requirements for competent authorities management systems. Decisions on the associated AMC's and GM will be issued after the adoption of the IRs which is expected a by December 2013.	Completed	R5.2	On-schedule	No deviation	NPA 2011-20 CRD 2011-20 Opinion 1/2013	
An information and promotion plan is being developed. A conference was held in 13 December 2012 focusing on continuing airworthiness (MDM.055) to present the main elements of the NPA 2013-01. Some of the MS mandated SMS already in the area of maintenance and this was a good opportunity to get feedback and to explain the NPA, which builds upon the first extension rule material. Due to budget constraints it was not possible to schedule another workshop in 2013 related to SMS in Reg. 2042 (Part-M/Part-145 and Part-147). A workshop addressing SMS implementation both for initial and for continuing airworthiness organisations is now scheduled for 3Q2014. This will allow gathering additional input for drafting specific guidance for SMS implementation in design, manufacturing, maintenance management, maintenance and maintenance training organisations as well as for deciding on the need for a dedicated 'SMS and airworthiness' group as part of ESS1.	Started	R3	On-schedule	No deviation	Conference: SMS in Part-M and Part-145	
In 2013 a survey was launched based on the phased approach proposed in the ICAO SSM (Edition 3). 16 States responded to the survey. Detailed results are available in a separate Annex (Annex C). Work in assessing progress made by States will continue in 2014.	16 responses received	MS	Continuous actions	SSP Phase implementation survey. 16 responses have been received	Published SSPs and Safety Plans Annex C - EASp implementation in the States	

EASp Status Report 2013

Systemic Issues						
No.	Issue	Actions	Owner	Dates	Type	Deliverable (Measure)
2. Working with States to foster the implementation of SMS in the industry						
SYS2.2a	Incorporation of SMS in all domains of aviation.	Incorporate SMS and enablers in IR for initial airworthiness (enablers are supporting tools like system safety analysis, occurrence reporting and human factors).	EASA	2017	R (MDM.060) (RMT.0262)	Opinion/Decision
SYS2.2b	Incorporation of SMS in all domains of aviation.	Incorporate SMS and enablers in IR for continuing airworthiness (enablers are supporting tools like system safety analysis, occurrence reporting and human factors).	EASA	2014	R (MDM.055) (RMT.0251)	Opinion/Decision
SYS2.3	Incorporation of SMS in all domains of aviation.	Incorporate SMS and enablers in the requirements for aerodrome operator organisations (part ADR.OR).	EASA & EC	2012 2013	R (ADR.001) (RMT.0139)	Opinion/Decision
SYS2.4	Incorporation of SMS in all domains of aviation.	Align requirements with other domains and incorporate enablers in part OR for ANSP.	EASA & EC	2013	R (ATM.001(a) and (b)) (RMT.0148 and .0148)	Opinion/Decision

Implementation					
Update	Status	Lead	According to PLAN?	Reasons for deviation	Deliverable(s)
MDM.060 project for initial airworthiness (Commission Regulation (EC) No.748/2012) will focus on introduction of safety management principles into "Part-21" (Annex to Regulation 748/2012). MDM.060 project combines four rulemaking tasks on two subjects: Level of Involvement (LOI) of the Agency in product certification (RMT.0262 (IR) + RMT.0611(AMC/GM)) and Safety Management System (SMS) for Design and Manufacturing organisations (RMT.0550 (IR) + RMT.0612 (AMC/GM)). The MDM.060 project will introduce SMS requirements for Design and Manufacturing organisations. Common ToR for MDM.060 project have been published, together with a concept paper, on EASA website on 27/08/ 2013 .	Started	R.4	On-schedule	No deviation	ToR and Concept Paper MDM.060
The SMS part of the project has started with preparation of the pilot projects concept for introduction of SMS into Part-21. Opinion for SMS rules is scheduled for 2015/Q4 and Decision for AMC/GM 2016/Q4. Synchronised implementation of LOI and SMS is expected in 2017/2018, depending on a transitional period to be decided.					
The work on continuing airworthiness (MDM.055) has resulted in publication of the NPA 2013-01 covering Part-M and Part-145 (Jan. 2013) and NPA 2013-19 covering Part-66 and Part-147 (Oct. 2013). Subparts GEN of Parts ORA/ORO and ARA/ARO formed the basis for amending Regulation 2042/2003. A significant number of comments have been received following publication of the first NPA (2013). Comment analysis and required EASA coordination will delay the publication of the related CRD and subsequently the EASA Opinion (now expected second semester 2014).	Advanced	R.4	On-schedule	No deviation	NPA 2013-01 NPA 2013-19
Work started in July 2010. NPA 2011-20 was published on 13 December 2011. The NPA contains draft rules for the certification, management, operation and design of aerodromes. The Comment Response Document has been published on 26 November 2012. The public and stakeholders were asked to give their reactions on the CRD documents by February 3, 2013. The Agency issued Opinion 01/2013 according to the plan, in 2013/Q1. The Opinion contains the requirements for aerodrome management systems, containing SMS. Decisions on the associated AMC's and GM will be issued after the adoption of the IRs which is expected a by December 2013.	Completed	R5.2	On-schedule	No deviation	NPA 2011-20 CRD 2011-20 Opinion 1/2013
Commission Implemented Regulation No 1035/2011 was adopted on 17 October 2011. It addresses safety management systems for ANSP. Further enhancements of these requirements more aligned with the relevant ICAO SMS framework are proposed with the issued NPA 2013-08. The subject CRD and subsequent opinion are foreseen accordingly for Q1 and Q2/2014.	Advanced	R5.1	Less than one year late	RMP 2014-2017. Next phase of Rulemaking expected in 2014	Commission Implementing Regulation No 1035/ 2011 NPA 2013-08

EASp Status Report 2013

Systemic Issues						
No.	Issue	Actions	Owner	Dates	Type	Deliverable (Measure)
SYS2.7	Promotion of SMS.	Encourage implementation of promotion material developed by ESSI Teams (ECAST, EHEST and EGAST) and SMICG .	MS	2012 Cont.	SP	Best Practice published by MS.
SYS2.8	Promotion of SMS.	Develop and promote SMS guidance and best practices for ATM.	ECTRL (DNN/COO/N OM/SAF)	2011-2014	SP	Best Practice
SYS2.9	Promotion of SMS.	Support to ANSP SMS implementation; develop a structured approach to the identification of safety key risk areas and to gathering information on operational safety and SMS best practices from the industry; harmonise SMS approaches in FABS.	ECTRL (DNN/COO/N OM/SAF), MS and ANSP	2014 2011-2014	SP (ESP+)	Methodology & Training material

Implementation						
Update	Status	Lead	According to PLAN?	Reasons for deviation	Deliverable(s)	
<p>10 States have already established a link to the ESSI material on the CAA's website. One more plans to do this in the future . 11 States have distributed or discuss ESSI material with the industry. One State will start doing this in the future. This has been done in various forms like consultative meetings with representatives from various domains, dedicated safety simposiums and other industry safety events, including specific actions in national safety plans, publishing informative notes or via electronic distribution to the industry and using the material to organise SMS courses.</p> <p>3 States are actively promoting the material developed by EHEST and 3 more promote EGAST material too. The following States are translating ESSI material: FR, SP. In addition the following States have developed and published guidance material on SMS implementation: FI, SW, SP. The ARMS methodology (endorsed by ECAST) is being used and promoted in IR. 4 States are also actively promoting SMICG products.</p> <p>More information can be found in Annex B - EASp implementation in the States 2013</p>	18 responses received	MS	Continuous actions	Status request sent to 39 focal points. 18 responses have been received	Annex B - EASp implementation in the States 2013	
<p>EUROCONTROL Generic Safety Management Manual (EGSSMM) is in Edition 2.0. A full range of guidance on various SMS procedures complements the manual (such as on Safety Surveys, ATM Occurrence Investigation, Safety records, Safety Assessments etc). The promotion is being done through ES2 (Experience Sharing to Enhance SMS) - see SYS2.9.</p>	Advanced	ECTRL	On-schedule	No deviation	EUROCONTROL Generic Safety Management Manual (EGSSMM)	
<p>The final ES2 workshop for 2012, "Efficiency Thoroughness Trade Off" was hosted by Slovenia Control 21 March 2013. Participants from more than 30 states attended including 15 ANSP CEOs and over 50 ANSP safety directors/managers. The main discussions were centered around how ANSPs could best tackle safety in operations during RP2 from a local, FAB and network level.</p> <p>The first ES2 workshop for 2013, Software Safety Assurance, was hosted by EUROCONTROL at the IANS premises in Luxembourg in May and was attended by over 60 personnel. The second ES2 workshop, "System Safety & Human Performance - Why Things Go Right?" took place in Dublin in September. Hosted by the IAA, over 140 people attended. The third ES2 workshop, hosted by Aena, "Safety Investigations - how to how to evolve ATM Safety Investigations while preserving just culture" took place in Madrid in November; over 100 people attended.</p> <p>SKYbrary is the main platform to share the safety knowledge with industry. Further developments of various portals are ongoing including the addition of a new "Just Culture" toolkit in March 2013. The outcomes from the EUROCONTROL/FSF/ERA Go-around Safety Forum (June) were also published on SKYbrary and a SKYbrary toolkit to help air traffic controllers have a better understanding of aircraft performance is under construction. EUROCONTROL contributed to a European working paper (WP85) promoting the potential benefits of consolidated aviation safety knowledge management to the 38th ICAO Assembly.</p>	Advanced	ECTRL	On-schedule	No deviation	ES2 - Experience Sharing Enhanced SMS	

EASp Status Report 2013

Systemic Issues						
No.	Issue	Actions	Owner	Dates	Type	Deliverable (Measure)
SYS2.10	SMS International cooperation.	Promote the common understanding of SMS principles and requirements in different countries, share lessons learned and encourage progress and harmonisation.	EASA and MS through SMICG	Cont.	SP	SMICG Products
3. Safety Management Enablers						
<i>Sharing safety information</i>						
SYS3.2	Comparable risk classification of events across the industry.	Propose a common framework for the risk classification of events in aviation based on existing work.	NoA & MS	2013 2014	SP	Study Report
<i>Development of SPIs with associated data stream</i>						
SYS3.5	Lack of a methodology to define SPIs.	Develop a comprehensive methodology.	EASA and MS through SMICG	2012 2013	SP	Safety Performance Measurement Approach - Phase I
SYS3.6	Continuous monitoring of ATM safety performance.	Develop and populate safety indicators to measure performance on ATM and disseminate general-public information of the ANSPs performance through routine publication of achieved safety levels and trends.	EASA ECTRL MS ANSPs SRC/SRU	2014	SP (ESP+)	Publication of SPIs and safety levels/trends

Implementation					
Update	Status	Lead	According to PLAN?	Reasons for deviation	Deliverable(s)
EASA and 5 MS continue to support the SMICG. The products of the group are available on Skybrary. They include a pamphlet with basic principles, an SMS effectiveness assessment tool, a practical guide for senior managers, guidelines for service providers on how to measure safety performance, risk based decision making principles, a common set of safety management related terms or an introduction to a hazard taxonomy that contains examples of specific aviation sector hazards. The group has been considerably expanded and includes 12 authorities across the world. The chair rotates among three authorities: TCCA, FAA and EASA.	Advanced	E2	Continuous action	No deviation	SMICG Skybrary link
The work of the NoA Risk Classification Sub Group continues and the development of a common European Risk Classification Scheme is included in the current draft of the new Occurrence Reporting Legislation. The group met in November 2013 to develop a plan to complete the evaluation of existing methods and will then develop a plan to complete this work as far as possible in 2014.	Started	E2	On-schedule	No deviation	
In phase I of the Safety Performance Measuring Approach (SPMA) project, the SMICG metrics working group has defined a model for the measurement of safety performance taking a systems perspective for deriving safety performance indicators and focusing on the aviation system's ability to effectively manage safety. It considers outcomes, as well as aviation system behaviours. Guidance on Safety Performance Measurement for service providers has also been developed and is available on Skybrary. The SPMA concept paper is expected to be concluded in 2013/Q4 (the final product will be published on Skybrary). In phase II the SMICG Metrics project group will develop further guidance on the application of the SPMA concept. This work is expected to be concluded 2014/Q2. Another SMICG project will be initiated to provide guidance on how to establish a risk picture. This is not expected to include explicit risk acceptance criteria.	Completed	R.4	On-schedule	Complexity of the task and need to provide enough time for consultation and reaching consensus. Action (Phase I and Phase II) will be finished in 2013/Q4	SMICG Products
On-going process of the Annual Summary Template (AST) reporting mechanism provides the main inputs to the deliverables. The public available material is found in the SRC Annual Safety Reports and Performance Review (PRB) reports. For the purpose of developing the next PRB report, the AST data are being used for comparison with data from the European Central Repository (ECR) and EASA data, to allow for enhancement of quality of data and reporting in Performance Monitoring. In addition, the application of the RAT methodology for Safety KPIs occurrence categories SMIs, RIs and ATM Specific (technical) Occurrences, is being monitored through the AST reporting mechanism. The EUROCONTROL Voluntary ATM Incident Reporting (EVAIR) function also provides valuable and alternative insight and data on ATC operations. Two EVAIR Safety Bulletins were issued during 2013.	Advanced	ECTRL	On-schedule	No deviation	EASA Annual Safety Review European ANS Performance Review

EASp Status Report 2013

Systemic Issues						
No.	Issue	Actions	Owner	Dates	Type	Deliverable (Measure)
SYS3.7	All domains, except ATM, lack indicators and targets on key performance areas in order to achieve and maintain required safety levels	Develop a roadmap for the introduction of a performance scheme explaining the context and problem definition, the objective, the options, an initial assessment of the impacts, and the consultations conducted	EC	2015	SP	Study published
SYS3.9	Understanding of European wide operational issues.	The NoA will perform an analysis of the operational issues in the Safety Plan from the National Databases in the EASA Members States. This will be combined with any additional information found in the ECR .	NoA	2012 Cont.	SP	Report will be provided for each operational area
SYS3.11	FDM programmes priorities do not consider operational issues identified at the European and national levels.	States should set up a regular dialogue with their national aircraft operators on flight data monitoring (FDM) programmes, with the above objectives.	MS	2012 Cont.	SP	Report on activities performed to promote FDM
SYS3.12	FDM programmes priorities do not consider operational issues identified at the European and national levels.	EASA should foster actions by States to improving the implementation of FDM programmes by their operators and assist States in initiating the standardisation of FDM events relevant to SSP top safety priorities.	EAFDM	2012 2013	SP	Report on activities of the EAFDM

Implementation					
Update	Status	Lead	According to PLAN?	Reasons for deviation	Deliverable(s)
The Commission is in the process of commissioning a study to examine the feasibility of extending a Performance Scheme to other domains. The study will examine how this could be done using the lessons learned from the ATM scheme and taking into consideration the differing characteristics of the other domains whilst ensuring, where possible, a total system approach. It will also examine the issues to be overcome if the Commission decides to proceed, and conduct an impact assessment to gauge the costs and potential benefits of any proposed solutions. The study should be published beginning of 2015.	Not started	EC	On-schedule	No deviation	
The most recent work was carried out by the NoA in Feb 2013 and is included in the NoA Annual Report 2012. The analysis process has commenced for the 2013 NoA Annual Report period with an initial identification of operational risks of concern to the EASA MS. Analysis will be completed again in February 2014 and will be included in the next NoA Annual Report.	Advanced	E2	Continuous action	No deviation	NoA Annual Report 2012
<p>1. FDM promotion activities: 6 States have organised meetings with aircraft operators to promote FDM in 2013 or 2012 or establish a regular dialogue with operators on the subject. 5 States plan to organise meetings with aircraft operators to promote FDM or to include a dedicated agenda item on their flight ops meetings.</p> <p>2. Level of participation and topics: In FI all operators with FDM requirements participate in the meetings; about 20 in FR; 5 operators in IR; 3 in LI; 3 in SP and 10 in SW. Discussion on FDM events relevant for preventing Runway Excursions (RE), Mid-Air Collisions (MAC), Controlled Flight Into Terrain (CFIT) or Loss of Control Inflight (LOC-I) have been initiated as part of this dialogue in 5 States . In IR the CAA has developed audit checklists for this purpose.</p> <p>3. Reporting to the State: In 4 States (FI, IR, SP) aircraft operators reports to the State, on a regular basis, FDM event summaries or FDM-derived data. In two cases this is done to feed SPIs agreed between the operator and the authority.</p> <p>More information can be found in Annex B - EASp implementation in the States 2013</p>	18 responses received	MS	Continuous actions	Status request sent to 39 focal points. 18 responses have been received	Annex B - EASp implementation in the States 2013
<p>Twelve Authorities of EASA Member States have delegates in the EAFDM.</p> <p>The EAFDM has produced guidance material for NAAs on setting up a national Flight Data Monitoring (FDM) forum with their aircraft operators and a guidance document on FDM-based indicators for the prevention of RE, CFIT, MAC and LOC-I. This documents are published on EAFDM page of EASA website.</p> <p>In 2014, it is planned to produce guidance material for NAAs on FDM programmes' oversight.</p>	Completed	EAFDM	On-schedule	No deviation	Guidance for NAAs in setting up a national FDM forum Developing standardised FDM-based indicators

EASp Status Report 2013

Systemic Issues						
No.	Issue	Actions	Owner	Dates	Type	Deliverable (Measure)
SYS3.13 NEW	Frequency of information to support the management of safety.	EASA should publish a safety dashboard on the EASA website with the intent to provide regular statistics on the state of safety in Europe and worldwide.	EASA	2013	SP	Safety dashboard published
SYS3.14 NEW	All domains, except ATM, lack indicators and targets on key performance areas in order to achieve and maintain required safety levels.	Develop high-level SPIs for use at European and national level in all domains of aviation safety.	NoA & MS	2013	SP	Publications of the high-level SPI definitions
SYS3.15 NEW	Lack of harmonised barriers models to support organisations in applying SMS.	Define a credible and well accepted safety model easily usable by various commercial aviation related actors for selected types of accidents.	EASA	2013	SP (Research)	Barrier models for various accident scenarios
4. Complexity of the system						
SYS4.1	Apportionment of safety budgets across aviation segments.	Develop a methodology based on EUROCAE ED-78A (as part of AMC for ATM systems).	EASA	2014	R, SP	Methodology
SYS4.4	Fragmentation of European skies.	Assess impact of SESAR in current rulemaking activities.	EASA, EC & ECTRL	2015	R	RP Update
SYS4.5	Increasing the number of design interfaces.	Evaluate the safety issues and identify mitigation means to the risk of outsourcing design of significant items.	EASA	2012 2014	SP	Study completed

Implementation					
Update	Status	Lead	According to PLAN?	Reasons for deviation	Deliverable(s)
A safety dashboard had been published and updated in June 2013 after the publication of the ASR.	Completed	E2	On-schedule	No deviation	Safety dashboard
High level SPIs were defined in the February NoA meeting by the SPI subgroup and are available.	Completed	NoA	On-schedule	No deviation	High level SPIs defined by the NoA
The ToR of a research project on safety modelling are complete but the project is no longer on the 2013 research plan due to the 50 % budget cut for this year. Proposed as priority 1 project for 2014.	Not started	E2.3	Less than one year late	Project not launched due to budgetary restrictions	
WG-91 have completed the initial task foreseen in the TOR and have delivered technical report ER.007 - Recommendations for revision of ED-78A. Further work on the amending ED-78A is dependent on the work currently being undertaken with respect to the safety assessment of changes.	Started	R5	On-schedule	No deviation	
A new Annex I of RMP 2014-2017 has been prepared and published as part of the adopted new rulemaking programme. This Annex is purposed to anticipate the Agency rulemaking actions that would be required to implement the ATM improvements stemming from SESAR deployment processes including those stemming from initial Pilot Common Project Proposal.	Started	R5/E0	On-schedule	No deviation	Rulemaking Programme 2014-2017 - Annex I
The first step is to develop a specification for the study. Gathering of information has started to prepare the specification (e.g. GAO reports on delays on the F-35). The study has not been started. Discussions are on-going to assess the feasibility of launching a research project. This is subject to budgetary constraints.	Not started	E6	On-schedule	Study not started	

EASp Status Report 2013

Systemic Issues						
No.	Issue	Actions	Owner	Dates	Type	Deliverable (Measure)
5. Competence of personnel						
SYS5.1	The demand for aviation professionals may exceed supply and aviation personnel have to cope with new procedures and increasingly complex technologies.	Evaluate new training methods such as Competency Based Training (CBT), Evidence Based Training (EBT) and distance learning, and adapt as necessary training standards and rules to ensure that the level of safety can only be positively affected. Priority will be given to the training of pilots but also of certifying staff involved in aircraft maintenance.	EASA	2014 2014-2019	R (RMT.0194 & .0195) (RMT.0599 & .0600)	Opinion/Decision
SYS5.3	Modernise training and competence provisions in ATM and ANS.	Develop provisions for air navigation service providers to ensure that their personnel are suitable and qualified for the tasks and that procedures are established in respect of their training and continuing competence.	EASA	2014 2016	R	Opinion/Decision
SYS5.5	Reduce possible differences in training implementation among States.	Develop a Training Implementation Policy.	EASA (IGPT)	2013	SP	EASA Policy

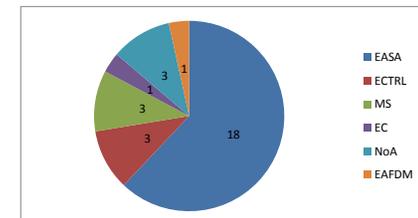
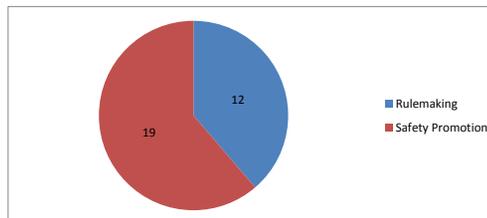
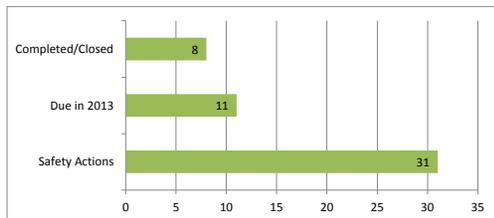
Implementation					
Update	Status	Lead	According to PLAN?	Reasons for deviation	Deliverable(s)
For Flight Crew Licensing: Based on the agreed prioritisation of tasks it was decided to initiate task FCL.006 in 2014/Q4. The title of this task is: "Extension of competency-based training to all licences and ratings and extension of TEM principles to all licences and ratings". EASA opinion is planned to be published Q1 2017 and the AMC material Q1 2018. The task has been renumbered as RMT.0194, 0195 with no additional changes. Work will be started for maintenance training too. Review of the operational training requirements will be undertaken with RMT. 0599/0600 - Review of ORO.FC. The review will include the following items: - Evidence-based training taking into account recent ICAO amendments - ATQP taking into account experience gained in CAT aeroplane operations and extension to CAT helicopter operations (for the latter former RMT.0386/0387) - Concurrent operations of aeroplanes and helicopters in CAT operations (former RMT.302/303) - transferred task from the JAA on unexpected runway changes to possibly include additional GM to train on late arrival scenarios (former RMT.0298/0299) - Development of additional AMC/GM for non-commercial and specialised operations. The task will be initiated in 2015, Q2, the EASA Opinion is planned for 2018, Q2 and the EASA Decision for 2019, Q2.	Not started	R3/R4	On-schedule	Possibility to delay this task.	
Several activities are envisaged as follows: 1) NPA 2013-08 (published 10/05/2013) proposes training and competence requirements for Air Traffic Safety Electronic Personnel (ATSEPs) amending Commission Implementing Regulation No 1035/2011 on Organisation Requirements for Air Navigation Service Providers (timeframe: 2014) 2) Based on a study performed, the regulatory framework for other safety critical personnel groups could be further enhanced through the on-going Rulemaking tasks (timeframe: 2016) 3) NPA 2012-18 (published 12/11/2012) has further developed and enhanced the ATCO (including trainers and assessors) competence scheme framework. The subject Opinion is foreseen to be issued by Q4/2013.	Started	R5.1	On-schedule	No deviation	NPA 2013-08 NPA 2012-18
A dedicated WG of the EASA Internal Group on Personnel Training (IGPT) identified a top ten issue list. This list has been discussed with NAA Ops and FCL experts in the Workshop organised by EASA, S Directorate, on 27 June 2012. The results of the Workshop are served as the basis to develop the EASA Training Implementation Policy, which is now available..	Completed	E2/S1	On-schedule	No deviation	

EASp Status Report 2013

Systemic Issues						
No.	Issue	Actions	Owner	Dates	Type	Deliverable (Measure)
SYS5.7 NEW	Issue of increasing pilot reliance on automation.	EASA, through the IGPT, will study possibilities for mitigating the risk of increasing pilot's reliance on automation through the proposals derived from the cockpit automation survey.	EASA (IGPT)	2013	SP	Mitigation proposals developed

Implementation						
Update	Status	Lead	According to PLAN?	Reasons for deviation	Deliverable(s)	
The action is closed with the publication of three SIBs (two in 2013) and three rulemaking tasks. A revision of the EASA Automation Policy was issued in May 2013, and presented at the European Airline Training Symposium (EATS) in Oct in Berlin. EASA published on 23 April a Safety Information Bulletin (SIB) on Manual Flight Training and Operations: SIB 2013-05 encourages manual flying during recurrent simulator training and also, when appropriate, during flight operations. A similar recommendation has been issued through other publications, such as the FAA SAFO 13002 of 4 Jan 2013. The overall aim is to reach an appropriate balance between the use of automation and the need to maintain pilot manual flying skills, needed in case of automation failure or disconnection, or when an aircraft is dispatched with an inoperative auto-flight system. The airlines have an important role to play here: operators should develop operational principles and include these in their Automation Policy, in accordance with Commission Regulation (EC) No 859/2008 of 20 August 2008 Subpart P 8.3.18. Since 2012, EASA also published SIB 2013-02 on Stall and Stick Pusher Training and SIB 2010-33 on Flight Deck Automation Policy - Mode Awareness and Energy State Management. Beside, three EASA rulemaking tasks address the training aspects: RMT.0411 on Crew Resource Management (CRM) and RMT.0581 and 0582 on Loss of Control avoidance and recovery training. More information is available in the EASA Rulemaking Programme.	Completed	E2	On-schedule	No deviation	SIB 2013-05 SIB 2013-02 SIB 2010-33	

SUMMARY



EASp Status Report 2013

Operational Issues						
No.	Issue	Actions	Owner	Dates	Type	Deliverable (Measure)
<i>Commercial Air Transport by Aeroplanes</i>						
1. Runway Excursions (RE)						
AER1.3	Requirements for RE need to be transposed in certain areas.	Development of European requirements for aerodrome operators organisations, aerodrome operations and aerodrome design.	EASA & EC	2012 2013	R (ADR.001, ADR.002 & ADR.003) (RMT.0139, RMT.0140 & RMT.0144)	Opinion/ Decision
AER1.4	Requirements for RE need to be transposed in certain areas.	Development of European requirements for ATM/ANS provision	EASA & EC	2013	R (ATM.001)	Opinion/ Decision
AER1.5	Include RE in national SSPs.	Runway excursions should be addressed by the MS on their SSPs in close cooperation with the aircraft operators, air traffic control, airport operators and pilot representatives. This will include as a minimum agreeing a set of actions and measuring their effectiveness.	MS	2012 Cont.	SP	SSP publication
AER1.8	Wind shear.	Develop regulations to require predictive wind shear warning systems in CAT operations.	EASA	2013-2016	R RMT.0369 and RMT.0370	Opinion

Implementation					
Update	Status	Lead	According to PLAN?	Reasons for deviation	Deliverable(s)
NPA 2011-20 was published on 13 December 2011. The NPA contains draft rules for the certification, management, operation and design of aerodromes. These proposals are closely based on ICAO requirements which are already in place and to which EASA MS adhere. The Comment Response Document was published on 26 November 2012. The public and stakeholders were asked to give their reactions on the CRD documents by February 3, 2013. The Agency issued its Opinion according to the plan, in 2013/Q1. Decisions on the associated AMC's, GM and CS will be issued after the adoption of the IRs, which is expected by December 2013. They will propose mitigation measures to the risk factors contributing to the RE.	Completed	R5.2	On-schedule	Extention of the comment period	NPA 2011-20 CRD 2011-20 Opinion 1/2013
Commission Implementing Regulation (EU) No 923/2012 laying down the common rules of the air and operational provisions regarding services and procedures in air navigation was published on 26/09/2012. The provisions are based upon Standards and recommended practices of the International Civil Aviation Organisation (ICAO), and seek to harmonise the application of the ICAO airspace classification, with the aim to ensure the seamless provision of safe and efficient air traffic services within the single European sky. The proposals for the provision of ATS and other services defined in Chapter 2 of Annex Vb of the EASA BR are foreseen on 2015/Q1 and beyond and will be captured in a separate action item.	Completed	R5.1	On-schedule	No deviation	Regulation EU No 923/2012
Except in very few cases, most of the precursor events monitored by States in the last 5 years were not considered high-risk events. 10 States are addressing RE at national level in the following ways: 5 States in Safety Plans, 3 States in SSPs and 2 States are measuring precursors and assessing the consequences. One State has established safety performance indicators and targets for all operators. The achievement of this targets is monitored during the oversight process. One State encourages service providers to evaluate risk factors and then monitors compliance through oversight activities. 5 States have plans to address the issue in the future. More information can be found in Annex B - EASp implementation in the States 2013	18 responses received	MS	Continuous actions	Status request sent to 39 focal points. 18 responses have been received	Annex B - EASp implementation in the States 2013
RMT.0369, 0370 planned to start in 2013/Q4, with Opinion due 2016 (AMC/GM in 2017).	Started	R	On-schedule	No deviation	ToRs
The objective of this rulemaking proposal is to reduce the number of accidents and serious incidents caused by wind shear in commercial air transport operations of aeroplanes by establishing the regulatory conditions to install and use predictive on-board wind shear systems.					

EASp Status Report 2013

Operational Issues						
No.	Issue	Actions	Owner	Dates	Type	Deliverable (Measure)
AER1.9 NEW	Runway excursions	Member States should address the recommendations made by the EAPPRE via their SSPs in coordination with service providers and industry organisations.	MS	Per Plan	SP	Report on progress
AER1.10 NEW	Runway Excursions	EASA should study possibilities for mitigating the risk of runway excursions through regulation, starting by evaluating the proposals made by the EAPPRE.	EASA	Per Plan	R	Report on progress
2. Mid-air Collisions (MAC)						
AER2.1	Airspace infringement risk.	MS should implement actions of the European Action Plan for Airspace Infringement Risk Reduction.	MS	Per Plan	SP	SSP Publication
AER2.2	Ground-based ATM Safety Nets.	Develop high level specifications completed by guidance material for System Safety Defences (Short Term Conflict Alert, Approach Path Monitoring and Area Proximity Warning).	ECTRL, EASA	2014	R	Guidance material

Implementation					
Update	Status	Lead	According to PLAN?	Reasons for deviation	Deliverable(s)
EAPPRE is known by the majority of States. Work is underway to implement the recommendations contained in the EAPPRE. 7 States have already included the EAPPRE recommendations as new action in their Safety Plans or SSPs. 3 States plan to incorporate the actions in future updates. EAPPRE recommendations are also being addressed through oversight activities like the aerodrome certification process or through SMS oversight. Various States will start measuring the effectiveness of the relevant measures as part of oversight activities through participation in LRST. More information can be found in Annex B - EASp implementation in the States 2013	18 responses received	MS	Continuous actions	Status request sent to 39 focal points. 18 responses have been received	Annex B - EASp implementation in the States 2013
The Agency has evaluated the proposals contained in the EAPPRE, in order to identify if there are areas which are not being covered by the regulatory material that were prepared in the context of the relevant rulemaking tasks (ATM.001) which led to Opinion 05/2011 and NPA 2013-08 and (ADR.001, ADR.002 and ADR.003) which led to Opinion 01/2013. The Agency will present the identified issues to its consultative bodies before determining the way forward.	Advanced	R5.1	On-schedule	No deviation	
The majority of States reported that Airspace Infringements involved mainly General Aviation or military aircraft and are not a concern for CAT. EAPAIRR is already being implemented in 11 States. This is being done through publication of relevant action in SSPs, the publication of dedicated plans to address the risk or by including the recommendations in Safety Plans. 2 States plan to implement the EAPAIRR in the future. One State participates in projects concerning airspace infringement under the umbrella of ICAO NAT SPG. One State has established an Airspace Infringement Working Group that analyses local data to identify hotspots and critical issues. More information can be found in Annex B - EASp implementation in the States 2013.	18 responses received	MS	Continuous actions	Status request sent to 39 focal points. 18 responses have been received	FSSIP Report 2012 Annex B - EASp implementation in the States 2013
The high level specifications complemented by comprehensive guidance material are completed. The SPIN (Safety nets Performance Improvement Network) Sub-Group that developed the documentation now meets twice per year to maintain and where necessary complement the documentation. A European action paper for ICAO AN-Conf/12 has resulted in a recommendation to promulgate relevant parts of the available documentation into an ICAO Manual for Safety Nets.	Advanced	ECTRL	On-schedule	No deviation	Ground-based Safety Nets website

EASp Status Report 2013

Operational Issues						
No.	Issue	Actions	Owner	Dates	Type	Deliverable (Measure)
AER2.3	Ground-based ATM Safety Nets.	Create an awareness campaign to promote and support, where appropriate, Europe-wide deployment of ground-based safety nets.	ECTRL	2014	SP	Leaflets, training modules.
AER2.4	Airborne ATM Safety Nets.	Prepare studies to further evolve airborne safety nets. These studies will collect information on the current performance of safety nets and forecast their performance for possible future operational environment, as well as assessing the performance implications of envisaged changes to the safety nets.	ECTRL	2014	SP	Study report published.
AER2.5	European ATM requirements.	Requirements on ATM/ANS provision	EASA & EC	2013	R (ATM.001) (RMT.0148 and RMT.0150)	Opinion/ Decision

Implementation					
Update	Status	Lead	According to PLAN?	Reasons for deviation	Deliverable(s)
<p>The following general awareness creation resources are available:</p> <ul style="list-style-type: none"> A dedicated safety nets web site: http://www.eurocontrol.int/safety-nets The NETALERT newsletter that is published three times per year: http://www.skybrary.aero/index.php/NetAlert_Newsletter_-_EUROCONTROL The SPIN (Safety nets Performance Improvement Network) Sub-Group that meets twice per year <p>The following dedicated awareness creation resources are made available on request:</p> <ul style="list-style-type: none"> Safety nets seminars tailored to the needs of specific ANSPs or FABs (so far nine seminars were conducted, and a recent survey indicated a demand for seven additional seminars) Independent safety nets performance assessments and optimisation assistance (so far provided to ten ANSPs, and a recent survey indicated interest from nine additional ANSPs) An application, PolyGen (Polygon Generator), which allows MSAW surfaces to be defined more accurately and with less effort using digital terrain data as an input 	Advanced	ECTRL	On-schedule	No deviation	Ground-based Safety Nets website
<p>The work in this area is done in close coordination with the related SESAR projects. A priority area of study is the compatibility of safety nets with each other and with other conflict management layers. The results of the related PASS project (completed in 2011) are available.</p> <p>A specific topic in compatibility of safety nets is ACAS RA display to controllers. With the increasing use of Mode S surveillance the number of early adopters is also increasing (four identified so far). A specific drafting group was created to achieve two objectives:</p> <ul style="list-style-type: none"> Create awareness of open issues amongst early adopters Develop and validate a harmonised concept of operations <p>The early adopters are also offered dedicated support (so far provided to three ANSPs).</p> <p>Furthermore a dedicated tool, InCAS (Interactive Collision Avoidance Simulator), is available and maintained. Support for TCAS version 7.1 has been implemented).</p> <p>Finally work is ongoing to bring compatibility issues to the attention of relevant standardisation bodies.</p>	Advanced	ECTRL	On-schedule	No deviation	PASS project
<p>Commission Implementing Regulation No 1035/2011 was published on 17 October 2011. It lays down common requirements for the provision of air navigation services. Commission Implementing Regulation (EU) No 923/2012 laying down the common rules of the air and operational provisions regarding services and procedures in air navigation was published on 26/09/2012. The provisions are based upon Standards and recommended practices of the International Civil Aviation Organisation (ICAO), and seek to harmonise the application of the ICAO airspace classification, with the aim to ensure the seamless provision of safe and efficient air traffic services within the single European sky. The proposals for the provision of ATS and other services defined in Chapter 2 of Annex Vb of the EASA BR are foreseen on 2015/Q1 and beyond and will be captured in a separate action item.</p>	Completed	R5.1	On-schedule	No deviation	Commission Implementing Regulation No 1035/ 2011 Commission Implementing Regulation No 923/2012

EASp Status Report 2013

Operational Issues						
No.	Issue	Actions	Owner	Dates	Type	Deliverable (Measure)
AER2.6	European ATM requirements.	Requirements on Competent Authorities in ATM/ANS.	EASA & EC	2012 2015	R (ATM.004 RMT.0156)	Opinion/ Decision
AER2.7	European ATM requirements.	Requirements for ATM/ANS systems and constituents and ADR equipment.	EASA & EC	2012-2015 2014- 2017	R (ATM.005 a) and b) (RMT.0161 and RMT.0162)	Opinion/ Decision
AER2.8	Include MAC in national SSPs.	Mid-air collisions shall be addressed by the MS on their SSPs. This will include as a minimum agreeing a set of actions and measuring their effectiveness.	MS	2012 Cont.	SP	SSP Publication
AER2.10 NEW	Loss of separation/Airprox	Develop a set of actions to mitigate MAC and processes to measure their effectiveness for use by the MS in their SSPs.	NoA	2013	SP	Report by NoA with actions and processed.
3. Controlled Flight Into Terrain (CFIT)						
AER3.4	Include CFIT in national SSPs.	Controlled flight into terrain shall be addressed by the MS on their SSPs. This will include as a minimum agreeing a set of actions and measuring their effectiveness.	MS	2012 Cont.	SP	SSP Publication
AER3.6	Certain turbine powered aircraft are not equipped with TAWS.	Make TAWS equipment mandatory for aircraft of less than 5700 kgs MTOM able to carry 6 to 9 passengers.	EASA	2013-2016	R (RMT.0371 &.0372)	Decision

Implementation					
Update	Status	Lead	According to PLAN?	Reasons for deviation	Deliverable(s)
Commission Implementing Regulation No 1034/2011 was published on 17 October 2011, transposing existing EU requirements. The next phase of the rulemaking task brings further enhancements. NPA 2013-08 on the related IR is issued on 10/05/2013. The subject CRD and subsequent opinion are foreseen accordingly for Q1 and Q2/2014.	Advanced	R5.1	On-schedule	No deviation	Commission Implementing Regulation No 1034/ 2011 NPA 2013-08
A concept paper has been developed. RMT.0161 & 0162 will be launched in 2014 (e.g. publication of ToR).	Not started	R5	On-schedule	No deviation	
Most States reported several high-risk events in the past five years. The majority of States are addressing MAC at national level. Some examples: 4 States include specific actions in Safety Plans, 1 State in SSPs. The French ANSP has set up a specific action plan to reduce the risk of MAC. The use of ground based safety nets plays a key role in managing the risk (e.g. STCA, APW). Other States focus on specific contributing factors like prolonged loss of communication or an increase in the number of ATCOs. One State encourages service providers to evaluate risk factors and then monitors compliance through oversight activities. 3 States have plans to address the issue in the future. More information can be found in Annex B - EASp implementation in the States 2013.	18 responses received	MS	Continuous actions	Status request sent to 39 focal points. 18 responses have been received	Annex B - EASp implementation in the States 2013
Following the initial work carried out by the NoA MAC/ Airprox Sub Group it has been agreed that an Airborne Conflict Task Force should be established as a joint partnership between the NoA and ESSI to develop a European Level Plan for this issue. The Task Force will be established in early 2014.	Started	NoA	More than one year late	Airborne Conflict Task Force to be created in 2014	
Many States reported that the precursor events monitored in the last 5 years were not considered high-risk events. 11 States are taking measures to address CFIT at national level. 3 States identify these in Safety Plans, 2 States in SSPs. 2 States are measuring precursors and establishing mitigating measures on a case-by-case basis. Two States mitigate the risk through oversight activities. One State has been following and supporting the ALAR (Approach and Landing Accidents Reduction) at the operators level. More information can be found in Annex B - EASp implementation in the States 2013.	18 responses received	MS	Continuous actions	Status request sent to 39 focal points. 18 responses have been received	Annex B - EASp implementation in the States 2013
RMT.0371, 0372 planned to start in 2013, Opinion due in 2016 (AMC/GM in 2017). The specific objectives are: - The validation of the need for a regulatory requirement for TAWS to be installed in turbine powered aeroplanes of less than 5700kg maximum take-off weight and with a MOPSC of more than five, - The improvement of the TAWS efficiency in reducing CFIT.	Started	R3	On-schedule	No deviation	

EASp Status Report 2013

Operational Issues						
No.	Issue	Actions	Owner	Dates	Type	Deliverable (Measure)
4. Loss of Control in Flight (LOC-I)						
AER4.1	Protection From Debris Impacts and Fire.	Develop a new paragraph of CS-25, which would cover the protection of the whole aircraft against the threat of tire/wheel failure. Identified as a common priority for JAA-FAA-TCCA joint rulemaking	EASA	2013	R (25.028) RMT.0048	Decision
AER4.2	Protection of aircraft and engines in icing conditions.	Upgrade the existing CS-25 and CS-E certification specifications to ensure that Large Aeroplanes and engines safely operate in icing conditions including Super cooled Large Drop (freezing drizzle, freezing rain), mixed phase and ice crystal.	EASA	2012 2014	R (25.058) RMT.0058 RMT.0179	Decision
AER4.6	Include LOC-I in national SSPs.	Loss of control in flight shall be addressed by the MS on their SSPs. This will include as a minimum agreeing a set of actions and measuring their effectiveness.	MS	2012 Cont.	SP	SSP Publication
AER4.8	Response to upset conditions.	EASA and Member States to support, encourage and follow up initiatives such as ICATEE to contribute to developing solutions aimed to reduce LOC-I, revising and promoting upset recovery guidance material, and influencing the adoption of future ICAO SARPs.	EASA and MS	2013	SP	Report on initiatives such as ICATEE

Implementation						
Update	Status	Lead	According to PLAN?	Reasons for deviation	Deliverable(s)	
NPA 2013-02 has been published. CRD and ED Decision amending CS-25 planned by December 2013.	Completed	R4	On-schedule	No deviation	NPA 2013-02	
Task 25.058 was started and NPA 2011-03 was published on 22 March 2011 and was open to comment until 05 August 2011. A companion NPA 2011-04 was published for CS-E on the same date with the same period for comment. The task was due to finish during 2012/Q1. A second NPA for CS-25 proposing AMC materials was published in Dec 2012 (NPA 2012-22). FAA rulemaking was delayed (publication expected in 2013/Q1-Q2), hence the Agency decided to take the lead on the rulemaking process. The review of comments on NPA 2012-22 is on-going. The Agency still cooperates with FAA. The FAA final rule will not be published before Feb 2014. EASA Decision amending CS-25 is now foreseen by 2014/Q2.	Advanced	R4	On-schedule	No deviation	NPA 2011-03 NPA 2011-04 NPA 2012-22	
Many States reported exposure to operational scenarios that precede LOC-I in the past 5 years, some of them leading to high-risk events. 12 States are taking measures to address LOC-I at national level. 4 States identify these in Safety Plans, 2 States in SSPs. One State includes several items related to LOC-I in the SSP including a leaflet related to stall recovery. 4 States are measuring precursors and establishing mitigating measures on a case-by-case basis. One State has been following and supporting the ALAR (Approach and Landing Accidents Reduction) at the operators level. More information can be found in Annex B - EASp implementation in the States 2013.	18 responses received	MS	Continuous actions	Status request sent to 39 focal points. 18 responses have been received	Annex B - EASp implementation in the States 2013	
ICATEE has delivered the draft Manual on Aircraft Upset Prevention and Recovery to ICAO which has been circulated to member states and discussed at a LOC-I symposium in Montreal. EASA involvement has been reduced due to budgetary constraints. The Agency has initiated Rule Making Tasks 0581 and 0582 to address Loss of Control Prevention and Recovery Training. The RMT group will review the ICATEE, LOCART and ICAO recommendations.	Completed	C.2	On-schedule	No deviation	ICATEE website	

EASp Status Report 2013

Operational Issues						
No.	Issue	Actions	Owner	Dates	Type	Deliverable (Measure)
AER4.10	Response to unusual attitudes.	Organise a Workshop to identify and promote requirements and guidance in Part FCL and Part OPS related to the prevention of LoC accidents and identify needs for future improvements.	EASA	2012 2013	SP and R	Workshop on Part FCL and OPS
AER4.11	Unclear maintenance responsibilities.	Review and update CAMO and Part-145 responsibilities.	EASA	2012-2014	R RMT.0217	Opinion & Decision
AER4.12 NEW	Erroneous weight or centre of gravity.	Study the feasibility of proposing an amendment to certification specifications for Large Aeroplanes (CS-25) to require that the aeroplane is equipped with a weight and centre of gravity measuring system.	EASA	2017	R (RMT.0116)	Feasibility study
AER4.13 NEW	Erroneous weight or centre of gravity.	Perform a survey of approval processes for the use of the Electronic Flight bag (EFB) with a focus on applications for performance calculations including weight and balance and identify best practices.	EASA	2013	SP (Research)	Research project report
AER4.14 NEW	Ground contamination of aircraft surfaces.	Study the feasibility of proposing an amendment to CS-25 to require applicants to perform an assessment of the effect of on-ground contamination of aircraft aerodynamic surfaces on take-off performance and on aircraft manoeuvrability and controllability.	EASA	2015	R (RMT.0118)	Feasibility study
AER4.15 NEW	Icing	Organise a safety conference to exchange views on the safety issue and identify mitigation opportunities.	EASA	2013	SP	Conference outcome

Implementation					
Update	Status	Lead	According to PLAN?	Reasons for deviation	Deliverable(s)
Scope has been extended to OPS (not only FCL). A meeting with the ICATEE group and the LOCART group was held in Cologne in September 2012. This was the first step for preparing an EASA workshop on this issue. A Workshop on Loss of Control Prevention and Recovery Training was organised by R3.1 on 28 Feb/01 March 2013. The major stakeholders were invited and participated: ICAO, FAA, TCCA, UK-CAA, DGAC, Boeing, Airbus, NASA, Lufthansa, KLM, Alitalia, Easyjet, DGAC, CAE and individual experts. During the first day, various presentations were given to get perspectives from all sides. On the second day, a joint presentation by LOCART and ICATEE served as a basis for further sub-group and group discussions. The main discussions points were: Theoretical training/Academics, On aircraft Upset Prevention and Recovery Training (UPRT), FSTD, realistic stall prevention and training scenarios development and manual flying skills. The workshop has been used to clarify the main objectives for the recently created rulemaking task RMT.0581, which will deal with loss of control and recovery training and will be initiated by the Agency in spring 2013.	Completed	R3	On-schedule	No deviation	
The task has been started in March. The specific objective of this rulemaking task is to mitigate the risks linked to a faulty assessment and coordination of the responsibilities of CAMOs and Part-145 organisations, especially in complex, multi-tier and subcontract maintenance. Opinion is now expected in 2017. First meeting of the rulemaking group took place in September.	Started	R4	More than one year late	Late start	ToR RMT_0217
EUROCAE WG-88 feasibility study report, approved in April 2013, recommended going forward with the drafting of a standard for on-board Weight and Balance Systems. Two years of work are estimated for developing such a standard. Afterwards the EASA rulemaking task would start based on this new standard. The regulatory aspect will be determined during the rulemaking task, especially aspects related to requirements toward existing A/C types.	Started	R	On-schedule	No deviation	
The research project "EFB (mass and balance – T/O and LDG performance calculation)" was proposed / requested by C.2.14 - Experts Department - Special OPS Evaluations Section, approved by the ISC in September 2012 as one project of the 2013 Research Plan, and kept as priority 1 project by the ISC in their Feb 2013 meeting (contingency plan due to 50 % research budget cut). A call for tender was launched but none of the 2 received proposals met the criteria sufficiently. Subject to budget availability, the tender will be relaunched in 2014.	Not started	E2.3	Less than one year late	No successful proposal received	
This rulemaking task is scheduled to start in 2015.	Not started	R	On-schedule	No deviation	
The 2013 EASA conference touched upon the topic ICING: on ground and in-flight. The conferences was organised by EASA in Cologne on 15th and 16th October and provided the opportunity to collect relevant comments from stakeholders. These inputs will feed a foreseen EASA Icing plan that will identify actions to mitigate risks caused by ice.	Completed	R4	On-schedule	No deviation	

EASp Status Report 2013

Operational Issues						
No.	Issue	Actions	Owner	Dates	Type	Deliverable (Measure)
9. Ground Collision						
<i>Runway Incursions</i>						
AER5.1	Runway safety.	MS should audit their aerodromes to ensure that a local runway safety team is in place and is effective. Member States will report on the progress and effectiveness.	MS	2012 Cont.	O	Audit plan included in SSPs. Progress Report.
AER5.2	Runway incursions.	MS should implement actions suggested by the European Action Plan for the Prevention of Runway Incursions.	MS	Per Plan	SP	SSP Publication
AER5.3	Runway incursions.	Development of Implementing Rules based on transferred tasks from the JAA and the EUROCONTROL EAPPRI report.	EASA	2011-2014	R (MDM.085) (RMT.0416 and RMT.0417)	Opinion/ Decision
AER5.4	Include RI in national SSPs.	Runway incursions should be addressed by the MS on their SSPs. This will include as a minimum agreeing a set of actions and measuring their effectiveness.	MS	2012 Cont.	SP	SSP Publication

Implementation					
Update	Status	Lead	According to PLAN?	Reasons for deviation	Deliverable(s)
LRST have been set up at the certified aerodromes in 15 States. 11 States verify their effectiveness on a regular basis. One State does not formally monitor effectiveness, but examines it through the oversight of the incident management process of the airport as well as of the ANSP. One State monitors the effectiveness of LRST via Annual Safety Oversight Plan and also via the trend of the occurrences related to runway safety (mainly runway incursions and runway excursions). One State checks that all representatives from the three main groups associated with manoeuvring area operations (Aerodrome Operator, ANSP, aircraft operators/local pilot associations) are a part of the LRST, the frequency of the meetings, the documentations and actions taken from the meetings. In various cases States are active members of LRST in order to provide regulatory support and monitor effectiveness. More information can be found in Annex B - EASp implementation in the States 2013.	18 responses received	MS	Continuous actions	Status request sent to 39 focal points. 18 responses have been received	Annex B - EASp implementation in the States 2013
12 States reported to be implementing the recommendations of EAPPRI in order to mitigate the risk of RI. In various States EAPPRI implementation is part of the Safety Plan or SSP. One State has published a national action plan based on EAPPRI. In one State implementation of EAPPRI is planned to start in the future. 7 States reported to be following-up the implementation of the EAPPRI recommendations on a regular basis through oversight activities. One State will start in the future. In one State a dedicated SPI to measure the level of EAPPRI implementation has been created. More information can be found in Annex B - EASp implementation in the States 2013.	18 responses received	MS	Continuous actions	Status request sent to 39 focal points. 18 responses have been received	Annex B - EASp implementation in the States 2013
The aim of the tasks is to prevent runway incursions through the introduction of operational procedures and best practices for the taxi phase, including sterile flight deck procedures. The Opinion will mitigate the risks linked to errors due to disturbance or distraction of the flight crew during phases of flight where the flight crew must be able to focus on their duties. It proposes to introduce the concept of a sterile flight deck, to consider the taxi phase of aeroplanes as a safety-critical activity, and to introduce procedures for taxiing to enhance runway safety. The Opinion has been issued and is in Comitology.	Completed	R	On-schedule	Completed ahead of schedule	Opinion 5/2003
Many States reported exposure to RI in the past 5 years, including several high-risk events. 13 States are taking measures to address RI at national level. 5 States identify these in Safety Plans, 2 States in SSPs. One State organised a safety symposium on RI in 2007. 4 States are measuring precursors and establishing mitigating measures through oversight activities. In addition to the measures adopted by the Runway Safety Team one State has established a Runway Incursions Action Group to analyse the occurrence reports of RI and quickly identify any immediate or local safety trends and to follow up with necessary mitigation measures. More information can be found in Annex B - EASp implementation in the States 2013.	18 responses received	MS	Continuous actions	Status request sent to 39 focal points. 18 responses have been received	Annex B - EASp implementation in the States 2013

EASp Status Report 2013

Operational Issues							
No.	Issue	Actions	Owner	Dates	Type	Deliverable (Measure)	
<i>Safety of Ground Operations</i>							
AER5.6	Transposition of requirements into EU regulation in the domain of Aerodromes.	Requirements for aerodrome operator organisations and oversight authorities.	EASA & EC	2012 2013	R (ADR.001) (RMT.0136)	Opinion/ Decision	
AER5.9	Include Ground Operations in national SSPs.	Risks to ground operations should be addressed by the MS on their SSPs. This will include as a minimum agreeing a set of actions and measuring their effectiveness.	MS	2012 Cont.	SP	SSP Publication	
<i>Other types of operation</i>							
1. Helicopters							
HE1.1	Improve Helicopter Safety in Europe through risk awareness and safety promotion.	In cooperation with the IHST, promote safety by developing risk awareness and training material	ESSI - EHEST	cont.	SP	Leaflets and training material	
HE1.3	Further implement EHEST recommendations.	NAAs in partnership with industry representatives, to organise Helicopter Safety events annually or every two years. The EHEST materials could be freely used and promoted.	MS and Industry	2012 Cont.	SP	Number and frequency of events organised	
HE1.4	Impact of technologies in mitigating helicopter safety issues.	Finalise a first version of a tool to assess the impact of technologies on mitigating helicopter safety issues.	ESSI- EHEST	2013	SP	First version of tool developed	

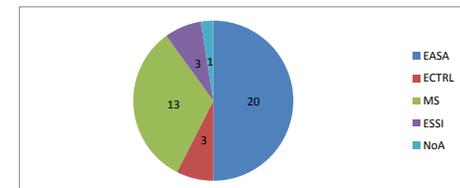
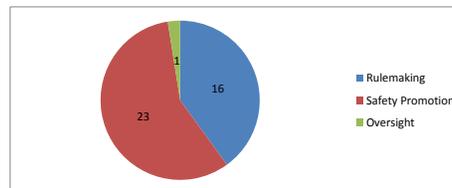
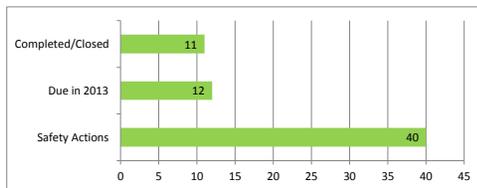
Implementation						
Update	Status	Lead	According to PLAN?	Reasons for deviation	Deliverable(s)	
NPA 2011-20 was published on 13 December 2011. The NPA contains draft rules for the certification, management, operation and design of aerodromes. These proposals are closely based on ICAO requirements which are already in place and to which EASA MS adhere. The original comment period has been extended by 1 month. The Comment Response Document was published on 26 November 2012. The public and stakeholders were asked to give their reactions on the CRD documents by February 3, 2013. The Agency issued its Opinion according to the plan, in 2013/Q1. Decisions on the associated AMC's, GM and CS will be issued after the adoption of the IRs, which is expected by December 2013. They will propose mitigation measures to the risk factors encountered in Ground Operations.	Completed	R5.2	On-schedule	Extention of the comment period	NPA 2011-20 CRD 2011-20 Opinion 1/2013	
Most of the States reported exposure to ground operation events in the past 5 years, with very few high-risk events. 14 States are taking measures to address the safety of ground operations at national level. 4 States identify these in Safety Plans, 2 States in SSPs. 7 States are measuring precursors and establishing mitigating measures through oversight activities. One State reported that the Aerodrome Operator (AO) has in place an effective monitoring system to monitor Ground Handling Service Providers. One State will grant a certificate of recognition in the course of 2014 to ground handling service providers and self-handlers when all requirements in the dedicated Ministerial Decrees are met. The BCAA will create a questionnaire for self-handlers to obtain a clear view on their organizational structure, equipment, activities, etc. More information can be found in Annex B - EASp implementation in the States 2013.	18 responses received	MS	Continuous actions	Status request sent to 39 focal points. 18 responses have been received	Annex B - EASp implementation in the States 2013	
EHEST develops risk awareness, safety promotion and training material and disseminate EHEST and IHST material to the helicopter community in Europe. This is a continuous action.	Advanced	EHEST	Continuous action	No deviation	EHEST training	
10 States have organised helicopter safety events. In the majority of cases EHEST material was promoted and distributed. More information can be found in Annex B - EASp implementation in the States 2013.	18 responses received	MS	Continuous actions	Status request sent to 39 focal points. 18 responses have been received	Annex B - EASp implementation in the States 2013	
The layout of the ST Technology matrix tool has been finalized. Around 150 technologies in 11 categories have been identified for their capability to mitigate safety issues. In late September about 60 of these had been rated, of which 14 were highly promising and 33 were moderately promising. More technologies will be rated up to the year's end. The status of the work progress was presented at the Avionics Europe event in Munich on 21st February 2013 and at the Safety Workshop during the Helitech Helicopter Expo in London on 24th September 2013.	Completed	EHEST	On-schedule	No deviation	EHSIT ST Technology	

EASp Status Report 2013

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 data on accidents involving light aircraft.	EGAST MS	cont.	SP	Report on light aircraft data contained in the ASR
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	ESSI- 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	2013 Cont.	SP	List of local implementation priorities and actions for GA
GA1.6 NEW	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

Implementation					
Update	Status	Lead	According to PLAN?	Reasons for deviation	Deliverable(s)
Every year a letter and a form are sent to the National Aviation Authorities to collect data on light aircraft. The level of reporting and quality differs by State. In 2013, the only country that did not report anything was Lichtenstein – which can be understandable since Switzerland is taking care of their aviation activities. The improvement can be said to in the form of everyone returning the data in Ecaairs format. A lot of work on the data quality needs to be done (on-going task).	Advanced	MS	Continuous action	Action re-allocated to Member States	EASA Annual Safety Review
EGAST develops and disseminates good practices and safety promotion material for the GA pilots and community in Europe. This is a continuous action.	Advanced	EGAST	Continuous action	No deviation	EGAST website
Various States reported airspace infringements involving GA in the past 5 years. 10 States have confirmed that AI involving GA is a safety concern. The EAPAIRR is being used in 5 States to identify mitigation measures. In one State a national action plan derived from the EAPAIRR has been developed and introduced in the Safety Plan. State level SPIs exist in many States to monitor the situation. 3 States reported that airspace infringements by GA is not identified as a specific issue in their State. More information can be found in Annex B - EASp implementation in the States 2013.	18 responses received	MS	Continuous actions	Status request sent to 39 focal points. 18 responses have been received	Annex B - EASp implementation in the States 2013
Using data received from EASA Member States, the Annual Safety Review identifies the main accident categories affecting general aviation aircraft below 2250 kg in Europe. The ASR was published in June 2013.	Completed	E2	On-schedule	No deviation	EASA Annual Safety Review

SUMMARY



EASp Status Report 2013

Emerging Issues						
No.	Issue	Actions	Owner	Dates	Type	Deliverable (Measure)
1. New products, systems, technologies and operations						
EME1.2	Common possible picture of the future.	Adapt or create a methodology to develop a common possible picture of the future. Such methodology should envisage cooperation with other bodies such as EUROCONTROL, SAE or ACARE.	EASA with ECTRL, SAE & ACARE	2012-2013	SP	Methodology
EME1.3	UAS RPAS regulation.	Development of amendments to Basic Regulation, new RPAS IRs and AMC/GM for the airworthiness and operations of RPAS, and involved personnel and organisations.	EASA	2012-2014 2014-2017	R RMT.0229 (MDM.030(a)), RMT.0230 (MDM.030(b)), RMT.0235 (MDM.030(c)), RMT.0614,RMT.0615, RMT.0616, RMT.0617, RMT.0618, RMT.0619 & RMT.0620	Opinion/Decision
EME1.4	Operations with V high-performance aircraft.	Gap analysis in relation to regulating the operation of Very-Light-Jets-high-performance aircraft .	EASA	2012-2015 2015	R (OPS.066) (RMT.0414 and RMT.0415)	Opinion/Decision Study finished
EME1.5	Powered Lift (Tilt rotor) pilot licensing and operations.	Review of Implementing Rules-for pilot licensing and operations in relation to the experience gained in the BA 609 certification process	EASA	2012-2015 2013-2016	R MDM.070 RMT.0266	Opinion/Decision
EME1.6	Suborbital planes regulation.	Regulate Study the feasibility of regulating sub-orbital planes.	EASA	2012-2014	R MDM.098 RMT.0396	Opinion/Decision Feasibility Study

Implementation						
Update	Status	Lead	According to PLAN?	Reasons for deviation	Deliverable(s)	
A proposal to establish a foresight cell is under consideration internally. Such cell could be used at strategic level to evaluate how risks could develop with time and identify what kind of expertise is needed to face changes. In addition, contacts have been established with the ASCOS project and an agreement has been reached to use the areas of change developed by the FAST team as a first picture. The trials developed by the ASCOS project will allow to prove the concept proposed in EME1.1 + EME1.2	Started	E6	Less than one year late	In cooperation with the ASCOS project		
Task RMT.0229, is due to start in 2014 after publication of the EC Communication announcing the intention to extend the Agency's mandate for rulemaking to RPAS of any mass. The integrated project 'IniRPAS' comprises up to 10 RMTs, to end in 2020. IniRPAS includes developing an opinion to extend the mandate of EASA below 150 Kg, as well as to align the Basic Regulation with amendment 43 to ICAO Annex 2. The activity is synchronised with the activities of other key players in this area, in particular ICAO and JARUS. IRs and AMC/GM will be developed with priority to licensing of remote pilots, requirements for organisations and for operations.	Started (pre-rulemaking phase)	R.3	On-schedule	No deviation		
Preparatory work started in 2013 with a tender for a study to review the OPS rules and receive appropriate recommendations for changes. Rulemaking task scheduled to start 2015, ending 2018 (2019 for AMC/GM). Rulemaking task MDM.064 has been replaced by task OPS.066 and renumbered as RMT.0414, 0415. RMT title changed to 'Operations and equipment for high performance aircraft'	Started (pre-rulemaking phase)	R.3	On-schedule	No deviation		
For the time being there is one application for validation using special conditions. The action is dependant on the certification progress and possible entry into service. 2 meetings were held with Agusta Westland to remind them to prepare the RMT. So far no feedback.	Started (pre-rulemaking phase)	R.3	On-schedule	Start delayed due to delayed from certification side and resources.		
Pre-RIA and ToR drafted, submittal to SSCC put on hold due to a new directive from the Commissioner's Cabinet to investigate a lighter process, similar to FAA-AST "Launch Licensing". Sub-orbital Working Group (SoWG) is subsequently currently drafting possible amendments to the BR to accommodate for this lighter approach, however 3 European stakeholders confirmed their demand for full certification (EADS, Booster, REL-Skylon). To meet their application times and allow them to design according to the rules, task MDM.098 started in 2012 and should end in 2014. The Commission is now in the process of drafting new policy. Action is now on-hold.	Started (pre-rulemaking phase)	R4	On-schedule	Waiting for new policy from the European Commission		

Emerging Issues						
No.	Issue	Actions	Owner	Date	Type	Deliverable (Measure)
2. Environmental factors						
EME2.1	Effect of climate change on aviation.	Establish a network to increase awareness and provide dissemination, coordinate research and avoid duplication. Establish roadmaps and identify precursors (data bank).	EASA	2012 2013	SP	Network ToR.
EME2.2	Effect of climate change on aviation.	Take regulatory action as appropriate to cover well identified issues like icing (in particular ice crystals). Develop rules as identified by the network.	EASA	Depending on outcome of network	R	Opinion/Decision
EME2.3	Effect of climate change on aviation.	Complement activities by development of Standards and special conditions.	EASA	Depending on outcome of network	R, O	Special Condition
3. Regulatory and oversight considerations						
EME3.1	Well balanced standardisation programme.	Establish a well balanced standardisation programme based on three pillars, regulatory compliance verification, pro-active standardisation and a regulatory feedback mechanism.	EASA	2014	O	Standardisation Inspection Annual Programme + Annual Report

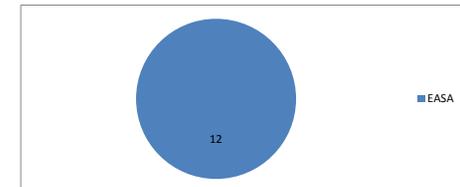
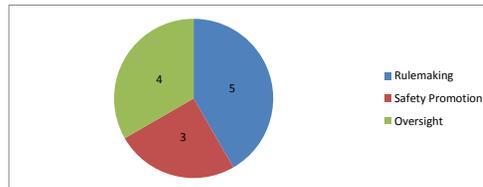
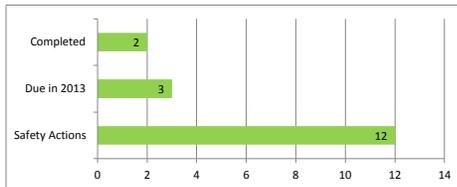
Implementation						
Update	Status	Lead	According to PLAN?	Reasons for deviation	Deliverable(s)	
Atmospheric risks including climate change was the subject of one panel at the EU/US safety conference held in Vienna on June 14-16 2011. The main conclusion was that there was no consensus yet on the impact of climate change on safety but highlighted that the development of new operations was raising concerns about the assumptions made at aircraft certification. Research was necessary to address these and in the mean time avoidance (despite its limitations) and training were the most effective mitigation means. Slides outlining the general intentions were prepared for the WEZARD (Weather hazards for aeronautics) workshopn 30 May / 1 June 2012. A network was finally not created.	Started	E6	Less than one year late	Network not created Action has been re-scoped		
A survey of all EASA Certification Specification (CS) and related Acceptable Means of Compliance (AMC) and Guidance Material (GM) will be conducted. It will collect requirements addressing external hazards such as wind, gust, ice, hail, snow, lightning etc. in a matrix "external hazard vs CS/AMC/GM requirement" and the certification level if mentioned. This will build out status quo knowledge and allow to identify areas which need further research or rulemaking action to adapt the CS to potential change external hazard (weather) threats or close gaps in the CS.	Not started	E6	On-schedule	No deviation		
This action is dependant on the findings of the network.	Not started	E6	On-schedule	No deviation		
A new process is in place since 2012 enabling the development of a Standardisation Inspections' Annual Programme (SIAP) that includes the risk assessment of each Member State to be inspected, per scope against its inspection history. This approach was used in defining the SIAP 2013 and ensures not only a balanced programme, but also a focus at risks and more targeted deployment of resources.	Completed	S.1	On-schedule	No deviation		
Pro-active standardisation activities, including the organisation of regular standardisation meetings and the involvement of seconded NAA Team members in the EASA inspection teams, are on-going. The regulatory feedback provided in the Standardisation Annual Report has been significantly expanded. Feedback is also ensured on a regular basis through direct involvement of Rulemaking officers in Findings Classification Committees and in Standardisation meetings.						
This action fully in place, and will be closed.						

EASp Status Report 2013

Emerging Issues						
No.	Issue	Actions	Owner	Date	Type	Deliverable (Measure)
EME3.2	One uniform standardisation methodology for all fields of aviation.	Develop and implement one uniform standardisation process for all fields of aviation as covered by the Basic Regulation and related Implementing Rules.	EASA	2014	O	Updated methodology
EME3.3	Implement CMA.	Develop and implement a Continuous Monitoring Approach involving a risk based targeting based on a confidence model and a series of safety relevant indicators.	EASA	2014	O	Confidence model + safety indicators developed
EME3.4	New regulatory competences in risk based regulation.	Based on guidance developed by the SM ICG and experience from ECTRL SRC, a roadmap will be developed describing how regulatory competence in risk based regulation, risk based oversight and oversight of SMS will be developed in the EU.	EASAC	2012 2013	SP	Roadmap developed

Implementation						
Update	Status	Lead	According to PLAN?	Reasons for deviation	Deliverable(s)	
Regulation No. (EC) 736/2006 was amended by Regulation (EU) No. 90/2012 on 2 February 2012 and entered into force the day after. This amendment extended the applicability of the working methods for conducting standardisation inspections, in addition to initial and continuing airworthiness, to the fields of Air operations, Ramp inspections (SAFA inspections), Aircrew, Air traffic controllers, Air traffic management and air navigation services. In this way Standardisation Inspections in all domains are now performed in accordance to the same legal basis and to the same working methods. Standardisation department already started in 2010 the convergence of all inspection domains towards the same methodology, hence no adaptation in procedure was required further to the publication of Regulation (EU) No. 90/2012. This action fully in place, and will be closed.	Completed	S.1	On-schedule	No deviation	Regulation (EU) 90/2012	
The new Standardisation Regulation, which encompasses the Continuous Monitoring approach, has been published and will become applicable on 01.01.2014. The Model has been finalised, data sources have been identified, and a data collection campaign is on-going by means of a newly developed web-based interface.	Advanced	S.1	On-schedule	No deviation		
The SMICG has developed work on the competencies required for inspectors to evaluate SMS effectiveness when they oversee organisations. The product is available on the SMICG Skybrary website. The EASAC has discussed the subject extensively and recognised the need to continue the work on new competencies. Work on this issue will continue in 2014.	Started	E2	Less than one year later	Roadmap not created. Guidance from SMICG available.	SMICG Products	

SUMMARY

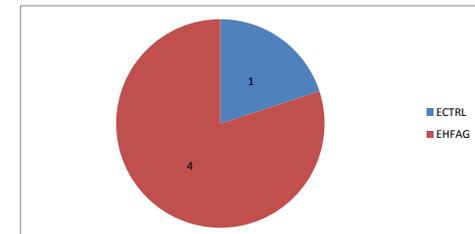
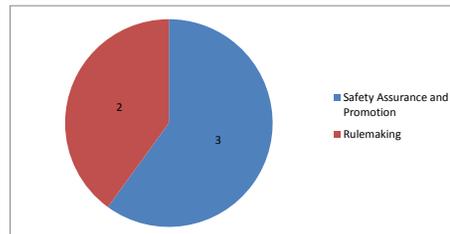
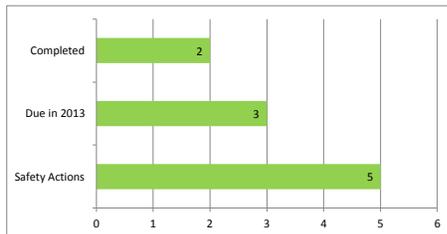


EASp Status Report 2013

Human Factors and Performance						
No.	Issue	Actions	Owner	Dates	Type	Deliverable (Measure)
HFP1.2	Action plan development.	Develop an action plan on human factors based on the strategy and evaluation of the results of the questionnaire of December 2009.	EHFAG	2012 2013	SP	Action Plan
HFP1.3	Support ATM human performance.	Support to ANSP in the deployment of ATM human factors activities.	ECTRL, ANSPs	2011-2014	SP (ESP+)	Best Practices
HFP1.4 NEW	Consideration of HF in rulemaking activities.	The Agency to take into account HF in any rulemaking task that may have human factors considerations. EHFAG will review the rulemaking programme for 2013 to 2016 and identify tasks that have potential HF considerations.	EASA / EHFAG	September 2013	R	Report on RT with HF considerations
HFP1.5 NEW	Room for improvement on HF guidance to address design related pilot errors.	Identify gaps or areas to improve the AMC for CS25.1302 Installed Systems for use by the Flight crew in order to better address design-related pilot error and recommend that the material is updated and harmonized.	EHFAG	November 2013	R	Report with identified improvement areas
HFP1.6 NEW	HF competencies for regulatory inspectors are not developed.	Development of human factors competencies for the various functions of regulators, initially for maintenance inspectors.	EHFAG	March 2014	SP	Report with HF competencies for regulatory inspectors

Implementation					
Update	Status	Lead	According to PLAN?	Reasons for deviation	Deliverable(s)
An action plan was delivered in October 2013. The action plan will become a dynamic action plan with an annual update that will include additional items added to the EASp. Three initial actions have been incorporated in EASp 2013-2016 (see below).	Completed	EHFAG	On-schedule	Strategy (HFP1.1) was delivered in 2012. Transforming it into an action plan requires some time.	
Safety Team has approved in June 2011 the SHP SG (Safety Human Performance Sub Group) work programme for the period 2011-2014. The work programme covers 10 strands of work: 1. Weak Signals 2. Human Factors in safe ATM Design 3. HF intelligence for all safety actors and all layers of management 4. HP safety culture improvements 5. Safety HP Dissemination and Toolkits 6. Fatigue management, etc. 7. Human Factors in Investigation 8. Degraded Modes 9. Critical Incident Stress Management 10. Safety and Team Work Factors	Advanced	ECTRL	On-schedule	None	Human Performance in ATM
The EHFAG has been reviewing the EASA 2013-16 Rulemaking programme to identify where rulemaking tasks may need to consider HF issues. This will be shared with EASA and result in greater collaboration between EASA rulemaking and the EHFAG. In addition the 2104-2017 Rulemaking Programme will also be reviewed.	Completed	EHFAG	On-schedule	None	
Ongoing review of CS25.1302 and the results of a recent FAA study on 1302 are being used to consider further AMC and GM development. Report with identified improvement areas has been initiated.	Started	EHFAG	Less than one year late	None	
Work continues to develop an HF competency framework for Competent Authorities to use	Started	EHFAG	On-schedule	None	

SUMMARY



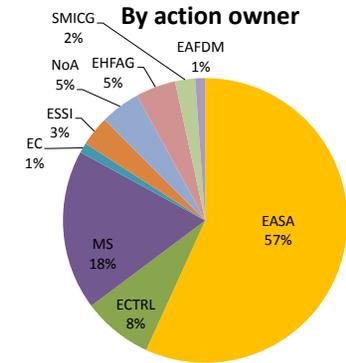
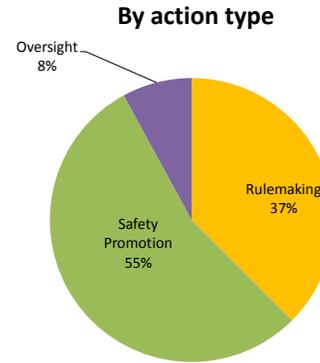
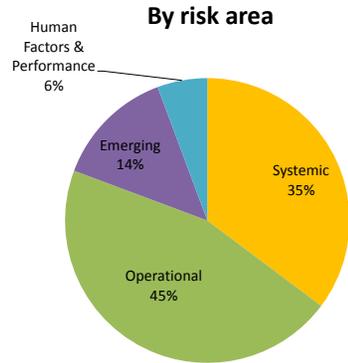
Statistical Summary

COMPOSITION

By risk area	
Systemic	31
Operational	40
Emerging	12
Human Factors & Performance	5
Total	88

By type	
Rulemaking	33
Safety Promotion	48
Oversight	7
Total	88

By owner	
EASA	50
ECTRL	7
MS	16
EC	1
ESSI	3
NoA	4
EHFAG	4
SMICG	2
EAFDM	1
Total	88



PERFORMANCE

At a glance	
Safety Actions	88
Due in 2013	29
Completed/Closed	23

Overall Performance	
On schedule	59
Less than one year late	7
More than one year late	2
Continuous	20
Total	88

2013 Performance	
On schedule	20
Less than one year late	8
More than one year late	1
Continuous	0
Total	29

