



**ASSEMBLY — 37TH SESSION**

**TECHNICAL COMMISSION**

**Agenda Item 28: ICAO Global Aviation Safety Plan (GASP) and Regional Aviation Safety Groups (RASGs)**

**THE EUROPEAN STRATEGIC SAFETY INITIATIVE (ESSI)**

(Presented by Belgium, on behalf of the European Union (EU) and its Member States<sup>1</sup>, by the other States Members of the European Civil Aviation Conference<sup>2</sup> (ECAC) and by EUROCONTROL)

**EXECUTIVE SUMMARY**

The European Strategic Safety Initiative (ESSI) is a voluntary, privately funded and non-legally binding aviation safety partnership aiming to further enhance aviation safety in Europe and for citizens worldwide. Facilitated but not owned by the European Aviation Safety Agency (EASA), it brings together aviation authorities, operators, manufacturers, associations, professional organisations, research laboratories, EUROCONTROL, and international partners like ICAO and the Federal Aviation Administration (FAA). Created in 2006, the ESSI has three components: the European Commercial Aviation Safety Team (ECAST), the European Helicopter Safety Team (EHEST), and the European General Aviation Safety Team (EGAST).

The Assembly is invited to take note of the development of ESSI and to encourage the development of similar safety initiatives worldwide.

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objective A (Enhance global civil aviation safety) as it provides an example of regional safety partnership.
<i>Financial implications:</i>	N/A
<i>References:</i>	ICAO A33-16: ICAO Global Aviation Safety Plan (GASP) ICAO A36-WP/195 – <i>The European Strategic Safety Initiative (ESSI)</i>

<sup>1</sup> Austria, Belgium, Bulgaria, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden and United Kingdom.

<sup>2</sup> Albania, Armenia, Azerbaijan, Bosnia and Herzegovina, Croatia, Georgia, Iceland, Monaco, Montenegro, Norway, Republic of Moldova, San Marino, Serbia, Switzerland, The former Yugoslav Republic of Macedonia, Turkey and Ukraine.

## **1. INTRODUCTION: THE EUROPEAN STRATEGIC SAFETY INITIATIVE (ESSI)**

1.1 The European Strategic Safety Initiative (ESSI) is a voluntary and non-legally binding aviation safety partnership aiming to further enhance aviation safety in Europe and for citizens worldwide.

1.2 The ESSI was launched in April 2006 by European Aviation Safety Agency (EASA) as the successor to the Joint Aviation Safety Initiative (JSSI) of the Joint Aviation Authorities (JAA). Facilitated but not owned by EASA, ESSI has redefined and revitalised cooperative safety efforts in Europe with a new authorities-industry partnership approach and a new process. More than 150 organisations take part in the initiative.

1.3 In line with its heritage, the ESSI has maintained and further developed cooperation with the Commercial Aviation Safety Team (CAST) and with other major safety teams worldwide, in particular under the Cooperative Development of Operational Safety and Continuing Airworthiness Programme (COSCAP) of the ICAO Technical Cooperation Programme.

1.4 The ESSI fits naturally within the Global Aviation Safety Roadmap developed in 2006 for ICAO by the Industry Safety Strategy Group led by the International Air Transport Association (IATA). As encouraged by the roadmap, ESSI provides a mechanism for coordinating safety initiatives within Europe and between Europe and the rest of the world, seeking for global alignment and non duplication of efforts.

1.5 ESSI has three safety teams: the European Commercial Aviation Safety Team (ECAST), the European Helicopter Safety Team (EHEST), and the European General Aviation Safety Team (EGAST).

## **2. EUROPEAN COMMERCIAL AVIATION SAFETY TEAM (ECAST)**

2.1 ECAST is the fixed-wing Commercial Air Transport component of ESSI. Launched in October 2006, it counts more than 75 organizations and is co-chaired by EASA and IATA.

2.2 Like CAST in the United States, ECAST is based on the principle that industry can complement regulatory action by voluntary commitment to cost-effective safety enhancements. The partnership is sealed by a pledge by which organizations commit to be equal partners, provide reasonable resources to ensure effectiveness, and take reasonable actions as a result of recommendations, guidance and solutions developed within the initiative.

2.3 ECAST cooperates with United States CAST and other major safety initiatives worldwide such as COSCAP by ICAO, the Airspace Infringement Initiative and the European Action Plan for the Prevention of Runway Excursion (EAPPRE) by EUROCONTROL, the Runway Safety Initiative by Flight Safety Foundation (FSF), the Safety Audit Programme for Ground Operations (ISAGO) by IATA, and the United Kingdom Ground Handling Operations Safety Team (GHOST).

2.4 Current ECAST activities address safety management systems (SMS) and safety culture, ground safety, and runway safety. Runway safety activity includes cooperation with the FSF and with EUROCONTROL.

2.5 ECAST also monitors implementation of action plans inherited from the JSSI addressing the reduction of the risks of controlled flight into terrain, approach and landing, and loss of control accidents. In addition, ECAST launched in 2009 preliminary work in view of implementing in Europe a selection of action plans developed by United States CAST on cargo, icing, maintenance and systems, wrong runway departure, and runway confusion and incursion.

### 3. EUROPEAN HELICOPTER SAFETY TEAM (EHEST)

3.1 EHEST is the helicopter component of ESSI. Co-chaired by EASA, Eurocopter, and the European Helicopter Operators Committee (EHOC), it brings together helicopter manufacturers, operators, regulators, helicopter and pilot associations, research organizations, accident investigation boards, representatives from the general aviation community and a few military operators from across Europe. The EHEST counts more than 50 participating organizations.

3.2 EHEST is also the European component of the International Helicopter Safety Team (IHST), a United States-based combined government and industry effort launched in 2005 to reduce the helicopter accident rates by 80 per cent by 2016 worldwide. IHST now counts several regional teams worldwide.

3.3 EHEST has published in 2009 a preliminary analysis report of helicopter accidents occurred in Europe between 2000 and 2005 for which final investigation reports from accident investigation boards were available. The final report will be published in October 2010. To tackle the variety of languages used in accident reports and optimize resource use, nine regional analysis teams have been established across Europe. Regional analyses are then consolidated at European level.

3.4 The top three areas identified from the analysis are “pilot judgement and actions”, “safety management and safety culture”, and “pilot situation awareness”. Different patterns and accident scenarios were observed for commercial air transport, aerial work and general aviation.

3.5 Three implementation teams were created to address operations and SMS, training, and regulation aspects. The EHEST also counts a communication team to promote the initiative and its deliverables especially towards small operators and the general aviation community.

3.6 The EHEST also supports the development in 2010 of a helicopter version of the International Standard for Business Aircraft Operations (IS-BAO), with the objective to expand its use to other helicopter operations.

3.7 In parallel, IHST has developed a series of publicly available toolkits addressing SMS, risk assessment, training, and Helicopter Flight Data Monitoring (HFDM). A fifth toolkit on maintenance being developed.

#### **4. EUROPEAN GENERAL AVIATION SAFETY TEAM (EGAST)**

4.1 EGAST is the third component of the ESSI addressing general aviation. It responds to the need for a coordinated effort to improve general aviation safety in Europe. Building on existing initiatives at national level or within general aviation organizations, EGAST is co-chaired by EASA, the European Airshow Council (EAC) and the European Council for General Aviation Support (ECOGAS).

4.2 EGAST is composed of representatives of associations, manufacturers, regulators, aero-clubs, accident investigators, research organisations, and other general aviation stakeholders, and counts more than 50 organizations.

4.3 EGAST got organized around four main activities: Safety promotion (development of subject specific safety leaflets and videos), data collection and analysis, proactive safety (addressing today the risks of tomorrow), and link between research and the general aviation community (identification of needs and promotion of results).

4.4 At international level, EGAST cooperates with the United Kingdom CAA, the Institut pour l'Amélioration de la Sécurité Aérienne (IASA), France, the FAA Safety Team (FAAST) and the Aircraft Electronics Association (AEA) in the United States, and the Transport Canada Civil Aviation Directorate (TCCA).

#### **5. CONCLUSION**

5.1 The EU, its Member States, the other States members of the ECAC and EUROCONTROL invite the 37th General Assembly to take note of the development of the European Strategic Safety Initiative (ESSI) and to encourage the development of similar safety initiatives worldwide.

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