European Regional Aviation Safety Plan (EUR RASP)

Arkadii Merkulov

Regional Officer
ICAO EUR/NAT Office

RASP Webinar Series: Safety Strategy at the Regional Level

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State safety risk management

- What are the State's main/top safety risks?

- How does the State know it?

- What is the State doing about it?

- Is it working?

How we got here?

Concept development (EASA + ICAO) (2016-2017)

Endorsement by RASG-EUR 06 (30 Oct – 3 Nov 2017)

EUR RASP Project Team (2018)

Adoption of 1st EUR-RASP RASG-EUR 07 (26 – 30 Nov 2018)

EUR RASP update Project Team (2019) and Adoption of 2nd EUR-RASP EASPG 01 (2-6 December 2019)

What do we wanted to achieve?

Support the implementation of the GASP and the associated Roadmap in the EUR Region

Built on the experience gained with EPAS

- Safety improvements already achieved within the EASA system are transferred to the ICAO EUR

All 56 States are part of it (ICAO-EUR)

- Minimising the impact for States that are already part of EPAS
- Maximising the benefit for those States that are not part of EPAS

1 Introduction

- 1.1 Background, objectives and principles
- 1.2 The Global Aviation Safety Plan (GASP)
- 1.3 The European Plan for Aviation Safety (EPAS)
- 1.4 Operational context

2. EUR-RASP development and structure

- 2.1 How EUR RASP is developed
- 2.2 How EUR RASP is structured
- 2.3 How EUR RASP is monitored

3 Strategic priorities

- 3.1 Systemic safety
- 3.2 Operational safety
- 3.3 Safe integration of new technologies and concepts
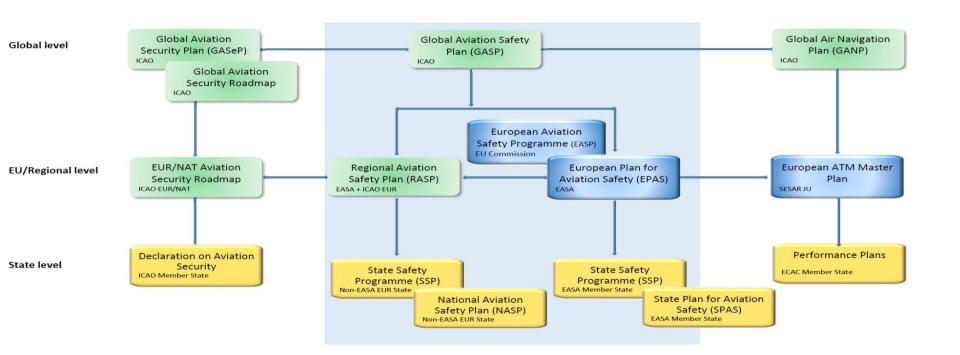
4 EUR Safety Metrics and Targets

Structure as in EPAS Volume I

Different levels

GASP: *Chapter 3. Challenges and priorities in safety planning*

RASP: *obtain regional support and coordinate initiatives*

NASP: *communicate strategy for improving safety at the national level*

Global level

Global Aviation Security Plan (GASeP)
ICAO

Global Aviation Security Roadmap
ICAO

Global Aviation Safety Plan (GASP)
ICAO

Global Air Navigation Plan (GANP)
ICAO

European Aviation Safety Programme (EASP)
EU Commission

EU/Regional level

EUR/NAT Aviation Security Roadmap
ICAO EUR/NAT

Regional Aviation Safety Plan (RASP)
EASA + ICAO EUR

European Plan for Aviation Safety (EPAS)
EASA

European ATM Master Plan
SESAR JU

State level

Declaration on Aviation Security
ICAO Member State

State Safety Programme (SSP)
Non-EASA EUR State

National Aviation Safety Plan (NASP)
Non-EASA EUR State

State Safety Programme (SSP)
EASA Member State

State Plan for Aviation Safety (SPAS)
EASA Member State

Performance Plans
ECAC Member State

State safety risk management

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3.1 Systemic safety

- *3.1.1 Improve safety by improving safety management*
- *3.1.2 Human and organisational factors*
- *3.1.3 Competence of personnel*
- *3.1.4 Impact of security on safety*
- *3.1.5 Civil-military coordination and cooperation*

3.2 Operational safety

- *3.2.1 Address safety risks in Commercial Air Transport Aeroplanes and NCC operations (non-commercial operations with complex-motor powered aircraft, being part of business aviation)*

- *3.2.2 Address safety risks in rotorcraft operations*

- *3.2.3 Address safety risks in GA in a proportionate and effective manner*

3.3 Safe integration of new technologies and concepts

- *3.3.1 Artificial intelligence (AI)*
- *3.3.2 Engine/aircraft certification*
- *3.3.3 Ensure the safe operation of UAS (drones)*
- *3.3.4 New operating concepts and business models*
- *3.3.5 Electric and hybrid propulsion, vertical take-off and landing (VTOL) aircraft*
- *3.3.6 Enable all-weather operations*

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EUR Safety Metrics and Targets

1. **Rationale**: an explanation of how the indicator connects to EUR RASP Target and what the measurement and monitoring of the indicator supports.

2. **Limitations**: the scope or the extent of the variable or entity that the indicator measures. For example, accident rates may be limited to a specific aircraft category; compliance may apply to a certain type or set of standards.

3. **Definition of technical or specific terms**: if applicable, a definition of any technical, specific or project-related terminology used in naming or defining the indicator that may not be widely known or understood.

4. **Calculation method or formula**: if applicable, the specific or technical formula available for the calculation of the indicator value.

5. **Data set(s)**: the data that is needed for measuring the indicator.

EUR Safety Metrics and Targets

6. **Data availability**: the listed datasets may have different levels of availability, varying from 0 for unavailable data to 5 for fully available data.

7. **Data granularity**: the lowest level into which the data can be broken down to a more detailed level. For example, the data may be available on a global, regional or national level; in that case, the granularity is the national data.

8. **Data provider**: the provider of the data or the source where the data comes from. It's better to indicate a database or programme as opposed to a person or a single task/project where the data comes from.

9. **Custodian**: the organization that manages or controls the data; referring to a specific programme (instead of a person) will be helpful.

EUR Safety Metrics and Targets

- 1.1 Maintain a decreasing trend of regional accident rate

- 2.1 EUR States to improve their score for the effective implementation (EI) of the critical elements (CEs) of the State's safety oversight system (with focus on priority PQs) as follows:

- — by 2022 – 75 per cent;

- — by 2026 – 85 per cent;

- — by 2030 – 95 per cent.

- 2.2 By 2022, all EUR States to reach a safety oversight index greater than 1, in all categories

- 3.1 By 2022, all EUR States to implement the foundation of an SSP

- 4.1 By 2020, EUR States that do not expect to meet GASP Goals 2 and 3, to use a regional safety oversight mechanism, another State or other safety oversight organization's ICAO- recognized functions in seeking assistance to strengthen their safety oversight capabilities

With associated SPIs for EUR RASP 2020-2022 Edition

EUR Safety Metrics and Targets

- 3.2 By 2025, all States to implement an effective SSP, as appropriate to their aviation system complexity
- 4.2 By 2022, all EUR States to contribute information on safety risks, including SSP safety performance indicators (SPIs), to RASG-EUR
- 4.3 By 2022, all EUR States with effective safety oversight capabilities and an effective SSP, to actively lead RASGs' safety risk management activities
- 5.1 By 2020, all service providers in EUR States to use globally harmonized SPIs as part of their safety management system (SMS)
- 5.2 By 2022, increase the number of service providers in EUR States participating in the corresponding ICAO-recognized industry assessment programmes
- 6.1 By 2022, all EUR States to implement the air navigation and airport core infrastructure

Without associated SPIs for EUR RASP 2020-2022 Edition

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5 Safety Actions

- 5.1 Systemic safety
- 5.2 Competence of personnel
- 5.3 Flight operations - aeroplanes
- 5.4 Flight operations - rotorcraft
- 5.5 Flight operations - General Aviation/leisure flying
- 5.6 Design and production
- 5.7 Maintenance and continuing airworthiness management
- 5.8 Air traffic management/air navigation services
- 5.9 Aerodromes
- 5.10 Ground handling
- 5.11 Unmanned aircraft systems (UAS)
- 5.12 New technologies and concepts

Structure as in EPAS Volume II

GASP & EPAS references provided at action level