Regional safety action planning and SSP

State safety action planning

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GASP – Global Aviation Safety Plan

The Global Aviation Safety Plan (GASP) presents the global strategy for the continuous improvement of aviation safety.

The purpose of the GASP is to continually reduce fatalities, and the risk of fatalities, by guiding the development of a harmonized aviation safety strategy.
The GASP promotes the effective implementation of a State safety programme, including a State's safety oversight system, a risk-based approach to managing safety as well as a coordinated approach to collaboration between States, regions and industry.
It provides a framework in which regional and national aviation safety plans (RASP and NASP) are developed and implemented.

What does ICAO consider a "Region"?
In the context of the GASP and the regional aviation safety plan (RASP), the term "region" refers to a group of States and/or entities working together to enhance safety within a geographic area.

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Planning for safety
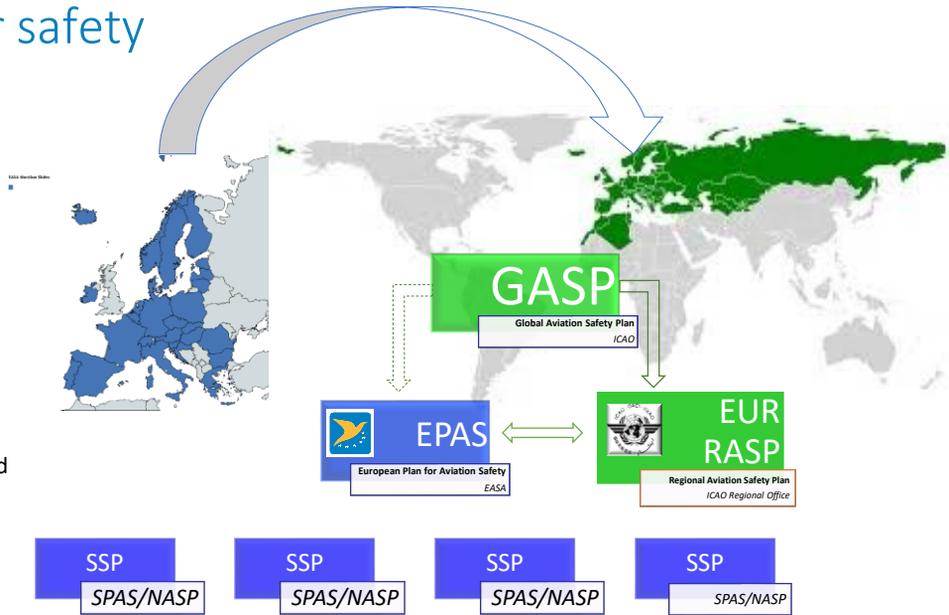
GASP
-> Global safety risks and priorities

RASP
-> EUR - Regional safety risks and priorities

EPAS
-> Pan-European safety risks and priorities

SPAS (EU)/NASP
-> National safety risks and priorities i.a.w. **State Risk Picture**

GASP
Global Aviation Safety Plan
ICAO

EPAS
European Plan for Aviation Safety
EASA

EUR RASP
Regional Aviation Safety Plan
ICAO Regional Office

SSP — *SPAS/NASP*
SSP — *SPAS/NASP*
SSP — *SPAS/NASP*
SSP — *SPAS/NASP*

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Safety risk management at different levels

Customisation

'visibility' and understanding of specific risks

States have a direct 'control loop' with their industry

Global risks and priorities GASP

Regional risks and priorities RASP

SSP
State risks and priorities
SPAS/NASP

Aggregation

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Example: EUR Regional Aviation Safety Plan

Pages - GASP Library (icao.int)

Other RASPs available in that library:
- EPAS
- AFI-RASP
- AP-RASP
- MID-RASP
- NACC-RASP
- SAM-RASP

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EUR Regional Aviation Safety Plan*

Built on the experience gained with EPAS
- Safety improvements already achieved within the EASA system are transferred to the ICAO EUR

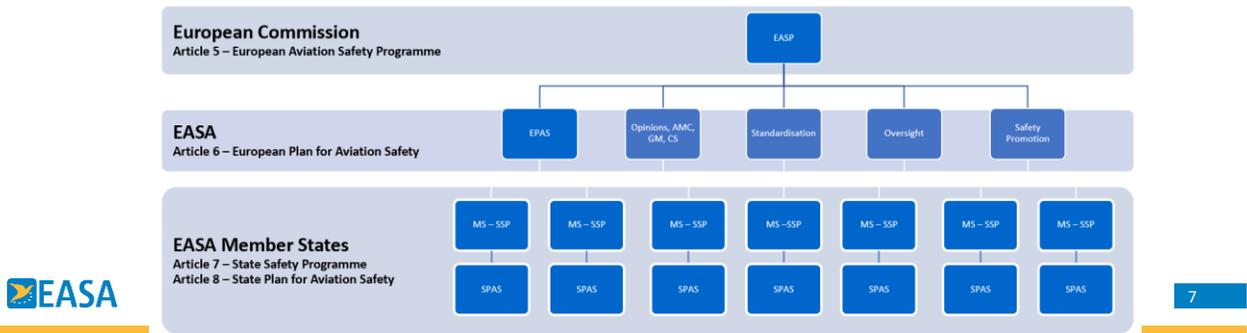### 55 States are part of it (ICAO-EUR)
- Minimising the impact for EASA Member States
- Maximising the benefit for other States in the region

* EUR was the first ICAO Region to have a regional plan ☺

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The EU Safety Management System

✓ **States are required to implement SSP and have an SPAS**

✓ EASP and EPAS create the framework within which this takes place.

✓ Significant advantage for EASA Member States: Safety priorities, key risk areas and mitigation actions are identified at EU level. States will assess how these risk areas and safety issues relate to their national aviation system and will also consider those issues that need to be addressed 'locally' (subsidiarity principle).
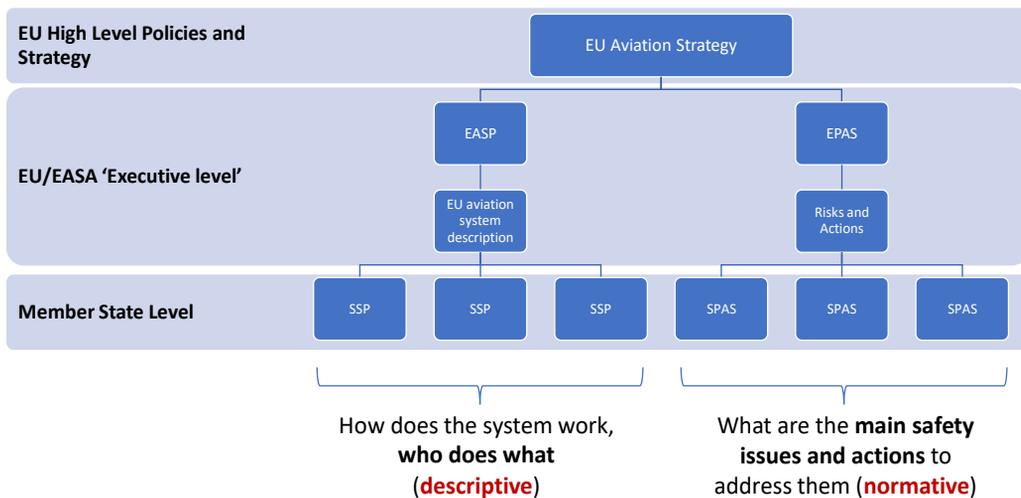
as defined in Chapter II of the EASA Basic Regulation

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Overall document structure

EU Aviation Policies, Programmes and Plans

How does the system work, **who does what** (**descriptive**)

What are the **main safety issues and actions** to address them (**normative**)

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EASP versus EPAS

European Aviation Safety Programme (EASP) describes:
➢ the European aviation system,
➢ its actors and their responsibilities,
➢ how the four SSP pillars are implemented at European level.

1. European Safety policies and objectives

2. EU safety risk management

3. European dimension of safety assurance (and mainly details how safety oversight is performed within the EU and its Member States)

4. Safety promotion, incl. training and international cooperation

It does NOT contain actions.
It is managed by the European Commission.

European Plan for Aviation Safety (EPAS)
➢ A 3-year multiannual action plan.
➢ Contains the main risk areas for aviation safety at EU level together with the actions aimed at mitigating those risks.

EASA   **It is managed by EASA and updated every year.**

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EASP Third Edition -> adopted in 2022

European Aviation Safety Programme
Issued in the form of a
REPORT FROM THE COMMISSION TO THE EUROPEAN PARLIAMENT AND THE COUNCIL **(dated 17.10.2022)**

4 Chapters:
❑ EU Safety Policies, Objectives & Resources
❑ EU Safety Risk Management
❑ EU Safety Assurance
❑ EU Safety Promotion

Available in all official EU languages.

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EPAS Volumes

EPAS Volume I 2023-2025	Introduction and **Strategy**
EPAS Volume II 2024 Edition	EPAS **Actions**
EPAS Volume III 2024 Edition	Safety **Risk** Portfolios

Complemented by a number of supporting documents:

- *How EPAS is developed*
- *EPAS action types and templates*
- *List of acronyms and definitions*
- *Working groups and bodies having a role in EPAS*
- *Transposition table of ICAO SARPs into EU Regulations*

Link

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Strategic Priorities

Reviewed every 3 years
next review: 2025

Operational safety priorities as
per key risks identified

10 Key Risk Areas (KRA)
- feared potential accident outcomes
- e.g. Aircraft upset, terrain collision, excursions, collision on runway, ground damage, etc.

- KRAs show area of risk to focus cross domain or within a domain.
- EU equivalent to the ICAO High Risk Categories of Occurrence (HRCs).
- also used for the European Risk Classification Scheme (ERCS)

Actions

Annual review - aligned with budget programming cycle

Risk mitigation actions prioritised following safety issue assessment

164 EPAS actions
- Rulemaking Tasks (RMT), Safety Promotion tasks (SPT), Research (RES), Member State Tasks (MST), Implementation Support tasks (IST)

- Most of the actions are in 'Systemic safety & resilience'
- Includes 'Managing risk interdependencies' (security, public health, impact on climate change etc.) risks
- RMTs make out 39 % of all actions

Risks

Annual **Safety Risk Management** cycle

Key risks & safety issues

217 Safety Issues (SIs)
- Prioritisation (SIPI)
- Categorisation (Assess/Monitor/Mitigate)
- Mitigation

- Safety deficiencies related to one or more hazards, actual manifestation of a hazard or combination of several hazards in a specific context
- Causal & contributing factors leading to the feared accident outcomes

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EU Safety Risk Management process

The European SRM process is at the core of the Safety Management System (SMS) at European level

5. Safety performance measurement

1. Identification of safety issues

Data Portfolio
> Annual Safety review (ASR)

4. Implementation and follow-up

The Safety Risk Management Process

2. Assessment of safety issues

Risk Portfolio
> EPAS Vol. III

3. Definition and programming of safety actions

EPAS Vol. II

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EPAS Vol. II Types of actions

EPAS action types and templates

RMT - Rulemaking task	**SPT** - Safety promotion task	**EVT** - Evaluation task
IST - Implementation support task	**RES** - Research project	**MST** - Member State task

MST
21

IST
3

EVT
2

RES
43

164 actions

RMT
64

SPT
31

Rulemaking   Safety Promotion   Research/Study   Evaluation   Member State   Implementation support

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EPAS to NASP

Input to action planning

EPAS deliverables can be used to create rule material/guidance/safety promotion material

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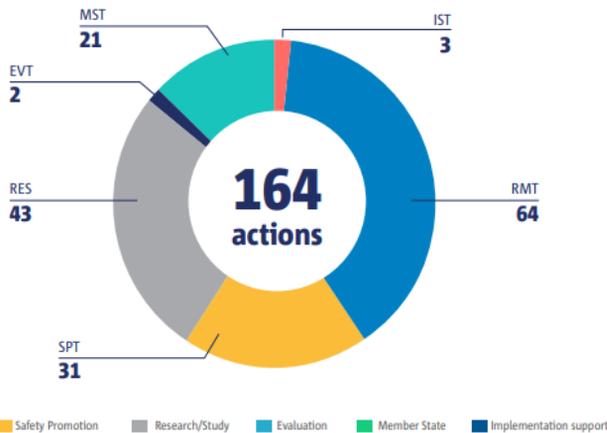
Safety.management@easa.europa.eu

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Links

EASP
[pdf] **European Aviation Safety Programme**

EPAS Volumes
[pdf]**EPAS Volume I - Strategic Priorities – 2023-2025 Edition**
[pdf]**EPAS Volume II - EPAS Actions 2024 Edition**
[pdf]**EPAS Volume III - Safety Risk Portfolios 2024 Edition**

Supporting documents
[pdf]**How EPAS is developed**
[pdf]**EPAS Acronyms and Definitions**
[pdf]**EPAS action types and templates**
[pdf]**EPAS Working groups and Bodies**
[xlsx]**Transposition table of ICAO SARPs**

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