

ERA AIR SAFETY GROUP – REPORT FOR 2017

Objectives of the Air Safety Group

The objective of the Air Safety Group (ASG) is to assist members of ERA to maintain and improve the safety of operations through the analysis of air accidents and incidents and to identify potential contributory factors from which lesson can be learned. The Group is open to all members, however there may be agenda items specifically restricted to member airline safety managers and manufacturer accident investigators and any expert organisations such as flight data monitoring organisations. The group is coordinated by a Chair and two vice-Chairs and contact details of the safety reps from all member airlines are available via the ERA website.

The Directorate supports the ASG by sharing, collating and communicating safety information, as well as monitoring trends in air safety, and providing assistance in safety matters that may from time to time be requested by members.

Meetings and work of the group

There were three physical meetings of the ASG during 2017, the first was hosted by EASA, the second by Eurocontrol and third at the Royal Aeronautical Society. Additionally, there was an annual safety forum in June, co-hosted by ERA, the Flight Safety Foundation and Eurocontrol, with the focus for this year's event on 'Preventing Runway Collisions'.

The ASG meetings were held on 14-15 March in Cologne, the second on 19-20 September in Brussels, with the final meeting on 6-7 December in London. Each meeting attracted over twenty attendees, with an exceptional attendance for the final meeting in London that topped thirty. Each ASG meeting includes a closed session called Safety Information Discussion (SIDs) which observes Chatham House Rules and allows the attendees freedom to openly discuss and share potentially sensitive safety information with fellow Members.

For each meeting of the ASG, speakers are invited from both Members and external organisations with the aim of sharing information and learning from different practices and perspectives with the overall goal of improving safety.

The March meeting in Cologne was hosted by EASA, and contained presentations on varying topics including dangerous goods (e.g. lithium batteries), winter operations and a comprehensive update from EASA on the latest regulatory developments. A new draft ERA STAR (Safety Targeted Awareness Report) was shared with the attendees. The STAR 022 (Drug and Alcohol Testing) provides advice to operators on the regulatory background to flight crew drug and alcohol testing and the effects of such substance abuse. An ERA STAR serves as 'best practice' advice to member airlines and airports, and can be viewed/downloaded from the ERA website.



The September meeting was hosted by Eurocontrol at their headquarters near Brussels Airport. The hosts provided an overview of the latest statics compiled by the Eurocontrol Voluntary ATM Incident Reporting (EVAIR) team. Between 2012-2016 EVAIR has compiled statistics utilising collected incident data, including 14,000 pilot ATM reports and in excess of 200 reports from commercial and business carriers.

A presentation covering pilot monitoring duties provided a detailed overview of the concept of pilot monitoring. Monitoring is an essential ingredient in achieving synergy with highly automated and complex aircraft systems and effective crew co-ordination. This was followed by another presentation from Eurocontrol detailing the activities of the European Action Plan for the Prevention of Runway Incursions (EAPPRI). The EAPPRI is deemed a 'live' document and at the time of the meeting was undergoing a third revision, timed to coincide with the 2nd ICAO Global Runway Safety Symposium during November 2017.

December saw the final meeting of the ASG for 2017, hosted at the headquarters of the Royal Aeronautical Society at No.4 Hamilton Place, London. At the commencement of the meeting there was a special announcement regarding the Chairman of the ASG, Pascal Kremer of Luxair, who will step down after nearly ten years in the role during 2018. The new Chairman will be Jack Durcan of ASL Airlines Ireland. Additionally, two new Co Vice-Chairs were announced, namely Herb Feller of Flight Data Services and Stuart Mckie-Smith of Vistair. The meeting included presentations on the dangers with GPS Jamming Devices, Runway De-Icing Fluids and Risk Management. Additionally there were presentations from three ERA Members covering pilot Peer Support Programmes. These were interesting as they each detailed how the respective member had set up and were running their programmes.

In addition to the three meetings of the ASG, an additional Safety Forum took place in June, which was co-supported by ERA, the Flight Safety Foundation and Eurocontrol. The subject of the event was 'Preventing Runway Collisions', with the forum being organised into three Plenary Sessions: Gathering the Data, Working Together and Controller & Pilot Procedures. These were then followed by three corresponding break-out sessions allowing experts with various backgrounds to discuss the presentations and agree together on the findings and recommendations.

The consensus was that there should be greater collaboration between all stakeholders in understanding and sharing risks associated with the threat of runway incursions and that ground vehicle detection capabilities should be encouraged. The decision to close a runway due to work in progress, including the transitions into and out of work period need to be better managed and communicated. However, it was agreed NOTAMs detailing such information are sometimes too complex and difficult to assimilate and therefore a new global standard requires development. The use of intersecting or interacting runways, sometimes involving more than one controller, have been a precursor factor in some serious runway incursions and needs to be better managed to mitigate the risks. Additionally, poor flight deck CRM, Radio Transmission communication and/or incorrect spatial orientation/situational awareness create risk. Runway safety can be improved by having a strategic plan that is informed by a runway safety metric based on weighted historical data.

Due to its overall success and based on the positive feedback from delegates another safety forum will take place on 29-30 May 2018, with 'Safety Behaviours' as the focus.

Outside of the meetings, the participation of ERA safety members is always actively encouraged regarding other safety initiatives, such as commenting on relevant EASA Notice of Proposed Amendments (NPAs) and involvement at various EASA safety meetings and events.



Deliverables of the Air Safety Group for 2017

- Safety information exchange and briefings for members on:
 - Global incidents/accidents involving Regional aircraft/airlines
 - Dangerous Goods
 - Winter Operations, including corrosive Runway De-Icing Fluids
 - Pilot Monitoring Duties
 - EASA Annual Safety Review
 - European Action Plan for the Prevention of Runway Incursions (EAPPRI)
 - GPS Jamming and Outages
 - Risk Management
 - Flight Crew Peer Support Programmes
 - Flight Crew Performance
 - Confidential safety information discussion (SIDs) sessions
 - Continuing focus on the following Top Five Safety Priorities:
 - **Cyber Security** – the risk of a cyber attack and how this can effect operators in numerous ways, including aircraft data manipulation, security breaches, hacking of airline/airport websites, booking and personnel data storage systems
 - **Fire and Smoke** – dealing with the hazard of fire in flight and on the ground, including the issues surrounding SOPs when tackling a lithium battery fire
 - **Loss of Control** – to include Functional Check Flights (FCFs), and how operators implement Upset Recovery and Prevention Training into their procedures
 - **Airborne Conflict** – which can take on various forms, including TCAS and conflicting traffic in congested airspace, to the increasing threat of drones
 - **Conflict Zones** – the downing on MH17 over the Ukraine in July 2014 highlighted the dangers of commercial operations into and over conflict zones, and how the need for timely and accurate information is critical
 - Publication/update of the following Safety Targeted Awareness Reports:
 - Drug and Alcohol Testing
 - Peer Support Programmes
 - Finally, representatives of the Safety Group, or the Directorate (on behalf of the ASG) have attended meetings and events in 2017 covering the following subjects:
 - Safety Assessment of Foreign Aircraft (SAFA)
 - IOSA Oversight Council
 - Pilot Mental Health and Wellbeing
 - Eastern Airways Safety Action Group
 - Eurocontrol Safety Team
 - AEA De-Icing/Anti-Icing work group
 - EASA Flight Data Monitoring conference
 - Stakeholder Advisory Group on Aviation Security (SAGAS)
 - Flight Global Safety Symposium
 - Aviation Insurance Market Event on Cyber versus Safety
 - BALPA Security Group
 - UK CAA Ground Handling and Operational Safety Team (GHOST)
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