

# EPAS 2023-2025

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## EUROPEAN PLAN FOR **AVIATION SAFETY** (EPAS) 2023-2025



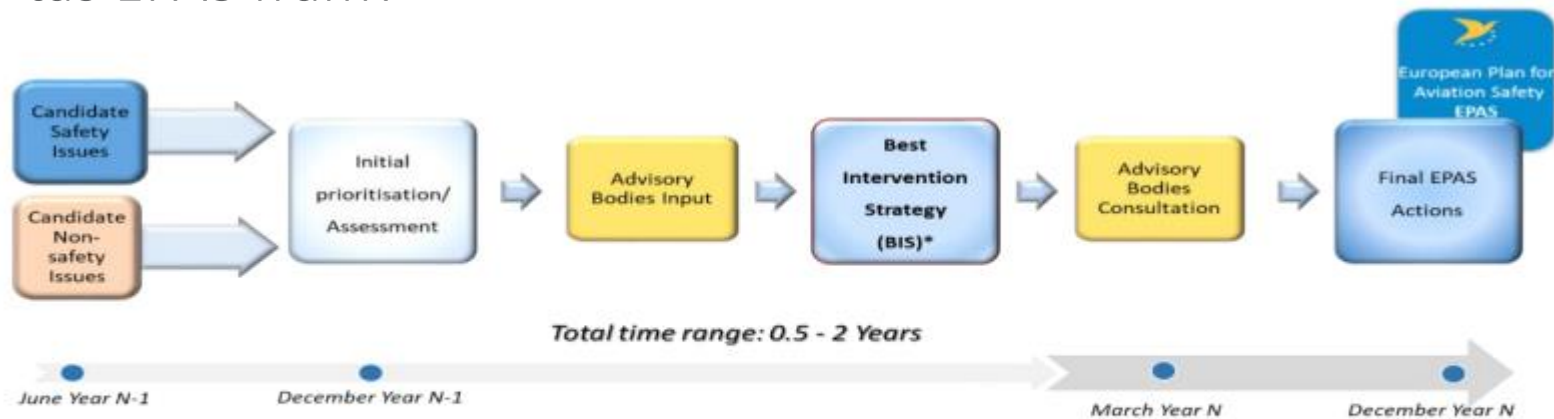
# Vad är EPAS?

## Regional aviation safety planning

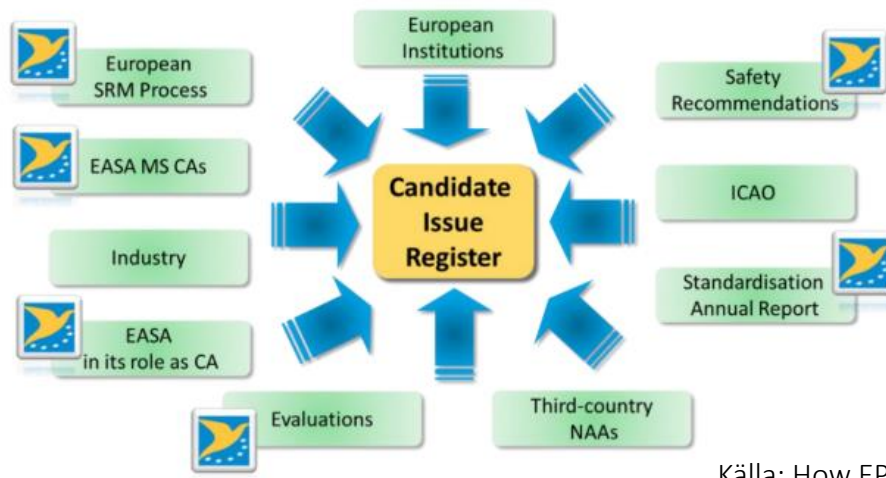
The EPAS constitutes the regional aviation safety plan (RASP) for EASA Member States, setting out the strategic priorities, main risks affecting the European aviation system, and the necessary actions to mitigate those risks to further improve aviation safety. The main objective of the EPAS is to further improve aviation safety and the environmental performance of the aviation system throughout Europe, while ensuring a level playing field, as well as fostering efficiency and proportionality in regulatory processes. Accordingly, while EPAS actions may be triggered by an EPAS driver other than safety, namely efficiency/proportionality, level playing field or environmental protection, the primary objective of any such action is to ensure that the intended changes in the aviation system do not adversely impact aviation safety.

The EPAS is a key component of the safety management system (SMS) at European level as outlined in the European Aviation Safety Programme (EASP)<sup>3</sup>. The EASP is managed by the European Commission and describes the integrated set of regulations at Union level, the relationship between the various plans and programmes, as well as the activities and processes used to jointly manage the safety of civil aviation at European level.

# Hur tas EPAS fram?



\*when relevant



Figurerna är bara en grov skiss, läs mer i detalj [här](#)

# EPAS består av tre volymer

Volume I – Strategic Priorities

Volume II – EPAS Actions

Volume III – Safety Risk Portfolios

## EPAS structure and reference period

The EPAS comprises three distinct volumes, each with its own page and chapter numbering:

- **Volume I** provides the executive summary, the introduction, information on the operational context and sets out the strategic priorities.
- **Volume II** contains the detailed list and description of all EPAS actions.
- Information on the different types of actions is provided in a dedicated supporting document, available here: [EPAS action types and templates](#).
- **Volume III** provides the overview of the main safety risks affecting the European aviation system and underlying safety issues, in the form of domain SRPs.

# Volume II: Actions

Volym II innehåller specifika uppgifter som skall genomföras kopplat till olika områden inom luftfart. Det är även specificerat vem som är ansvarig för att uppgiften genomförs. Kapitel 5 handlar om allmänflygverksamhet.

This chapter covers non-commercial operations with aeroplanes that have a MTOM below 5 700 kg, as well as all operations with sailplanes and balloons. Operations with rotorcraft (commercial and non-commercial) for all types of rotorcraft are addressed in Chapter 4.

Addressing safety risks in GA in a proportionate and effective manner remains a strategic priority within the EPAS. GA in Europe maintains a stable activity, involving 10 times more aircraft and airfields than CAT. GA has been since its dawning the cradle for innovation and recruitment of young professionals (ATCOs, mechanics, pilots, etc.) and a means to connect people across Europe.

# KRA – Key Risk Areas, vad är det?

EASA har inom olika segment identifierat och lyft fram topprisker som skall prioriteras inom flygsäkerhetsarbetet

To support the management of safety at regional, State and industry level, it is necessary to identify the key risks or feared accident outcomes affecting the EU aviation system. Accordingly, the EPAS strategic priorities for operational safety shall take due account of the **KRA**s identified through the European SRM process, by using the European Risk Classification scheme (ERCS). **KRA**s (for example, excursion) show the areas of domain-specific risks to focus, to keep the European civil aviation system safe. **KRA**s are then further analysed to determine the underlying causal and contributing factors, which within the European SRM process are referred to as 'safety issues'.

Thus, the EPAS strategic priorities for operational safety can be determined with due regard to the **KRA**s or feared accident outcomes the European aviation system should strive to avert. Within a given domain **KRA**s are ranked in accordance with the aggregated ERCS score of occurrences attributed to those safety issues contributing to a respective **KRA**. The ERCS score does not consider the mitigation actions introduced in the system as a result of occurrence investigation or assessment. Therefore, the **KRA** ranking is used for monitoring purposes to see the **KRA** dynamics. Refer to EASA Annual safety review (ASR) latest edition for details.

# KRA – Key Risk Areas för GA

The European SRM process has identified the following as the most important risk areas for non-commercial operations with other than complex motor-powered aircraft (NCO):

KRA 1	KRA 2	KRA 3
Aircraft upset	Airborne collision	Runway excursion

Regarding KRA 1, in the aeroplane category, parachuting operations are creating a special concern. These operations, usually entailing short flights, are exposed to a range of operational and organisational hazards (refer to SI-4023 in EPAS Volume III). The latest tragic accident occurred on 9 July 2021 in Sweden; all 9 occupants died on board the aircraft that crashed shortly after take-off.

Regarding KRA 2, the safety data indicates that airborne collision risks affect mostly pilots of smaller aircraft regardless of experience and phase of flight. However, all of them with fatal consequences involved uncontrolled flights typically in daylight and in good meteorological conditions. A collision is more likely where traffic is congested. That occurs usually close to aerodromes or along the borders of controlled or restricted airspace structures.

Thus, airspace infringements into controlled airspace are an important related safety risk. The research project RES.0031 'Interoperability of different *iConspicuity* devices/systems' initiated with EPAS 2022-2026 aims to propose solutions for this issue, ideally also in connection with the 'Data for Safety' programme. The existing EPAS actions aim at facilitating the installation of *iConspicuity* devices in all aircraft, ensuring their interoperability and promoting their use at user-affordable costs. All these actions are also important enablers for the safe integration of UAS and manned aircraft into U-space airspace.

# Vad gör EASA och TS?

För att underlätta respektive medlemslands arbete med åtgärder för att förbättra säkerheten runt dessa riskområden har EASA skapat uppgifter för sig själva men även medlemsländerna att arbeta med samt angett hur det skall utföras. Även våra delegerade verksamheter hjälper till att utföra dessa uppgifter.

I EPAS 2023-2025 volume II ch. 5.1.1 finns två SPT:er och MST:er

SPT – Safety Promotion Task

MST – Member State Task.



SPT.0083

Ägare: EASA

**SPT.0083** Flight instruction

Develop safety promotion material aimed at making more effective use of and maximising the safety benefits of biennial class rating revalidation check flights with examiners and refresher training with flight instructors, including differences between aircraft types.

EASA has published the following guidance material:

<https://www.easa.europa.eu/community/topics/preparing-return-flying>

<b>Status</b>	Ongoing
<b>SLs</b>	n/a
<b>SRs</b>	n/a
<b>Reference(s)</b>	n/a
<b>Dependencies</b>	RMT.0678, RMT.0194
<b>Affected stakeholders</b>	GA

<b>Owner</b>	EASA SM.1	Safety Intelligence & Performance Department
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**EXPECTED OUTPUT**

<b>Deliverable(s)</b>	<b>Timeline</b>
Safety promotion material	2022-2023

Denna uppgift är riktad till EASA som skall ta fram safety promotion material med fokus på flight instruction som sedan medlemsländer, organisationer, privatpersoner mm. kan ta del av och sprida.

**SPT.0125 Promotion of the most important safety issues for General Aviation**

Safety promotion campaigns - before and after each flying season to help maintain skills and currency - based on highlighting the most important safety issues identified from the safety risk management process.

Coordinate with NCAs and industry partners to maximise the number of coordinated events and release of material in local languages.

<b>Status</b>	Ongoing
<b>SIs</b>	Refer to the SIs described for non-commercial operations with small aeroplanes in EPAS Volume III.
<b>SRs</b>	n/a
<b>Reference(s)</b>	n/a
<b>Dependencies</b>	n/a
<b>Affected stakeholders</b>	GA
<b>Owner</b>	EASA SM.1 Safety Intelligence & Performance Department

**EXPECTED OUTPUT**

<b>Deliverable(s)</b>	<b>Timeline</b>
Posters, videos, articles and social media promotion. Workshops, webinars events	Continuous

Denna andra uppgiften som är riktad till EASA är att bedriva ett konstant kampanjande för en ökad flygsäkerhet genom att lyfta och diskutera vad de anser vara de största riskområdena.

# MST.0025

## Ägare: Member states (Transportstyrelsen)

### MST.0025 Improvement in the dissemination of safety messages

Member States should increase their engagement and dissemination of safety promotion and training material by their competent authorities, associations, flying clubs, and insurance companies, targeting flight instructors and/or pilots through means such as being part of the pan-EASA Member State GA Season Opener/ Closing by hosting local events/ workshops and promoting the material developing through the Safety Promotion Network (SPN) on the most important safety issues for General Aviation.

This activity considers EASA safety promotion deliverables and content, whose timeline changes in return impact the timelines of the present task.

**Status** Ongoing

**Sl** n/a

**SRs** n/a

**Reference(s)** n/a

**Dependencies** SPT.0125

**Affected stakeholders** GA

**Owner** Member States

### EXPECTED OUTPUT

Deliverable(s)	Timeline
Safety workshops and safety days/evenings	2022-2023

Vår första uppgift, MST.0025, handlar om att vi som myndighet skall hjälpa till att förbättra spridningen av flygsäkerhetsinformation och träningsmaterial bland olika typer av allmänflygverksamhet genom workshops, seminarier och liknande.

Detta genomförs med hjälp av till exempel allmänflygsäkerhetsrådet och andra möten med branschen ute i verksamheterna men även vid tillsyn.

# MST.0027

## Ägare: Member states (Transportstyrelsen)

### MST.0027 Promotion of safety culture in GA

Member States' NCAs should include in their State safety management activities provisions to facilitate and promote safety culture (including just culture) in GA in order to foster positive safety behaviours and encourage occurrence reporting.

EASA will support this MST by providing promotion material and guidance to support Member States in that task.

Safety promotion video published in 2022 can be found on the EASA Youtube Channel:

[GA Season Opener Day 1 - Be Ready and Fly Safely Introduction - YouTube](#)

**Status** Ongoing

**SIs** n/a

**SRs** n/a

**Reference(s)** n/a

**Dependencies** n/a

**Affected stakeholders** GA

**Owner** Member States

### EXPECTED OUTPUT

Deliverable(s)	Timeline
Provisions to facilitate and promote safety culture as part of the SSP/SPAS	Continuous

Vår andra uppgift, MST.0027, handlar om att vår nationella plan för flygsäkerheten i Sverige skall inkludera bestämmelser för att underlätta och främja säkerhetskulturen och "just culture" i alla verksamheter inom allmänflyget.

Även detta görs genom information på t.ex. allmänflygsäkerhetsrådsmöten, möten med branschen och vid tillsyn men även genom att följa EUs regelverk om en rapportörs rättigheter (och skyldigheter).

# Flygsäkerhetsprogrammet (H50P/KSAK)

- motordriven flygverksamhet

I EPAS 2022-2026, som nu är ersatt med 2023-2025, lyfte EASA fram vad de ansåg vara de största riskerna för motordriven allmänflygverksamhet.

The associated priority 1 safety issues are:

- Engine system reliability
- Inadvertent flight into IMC/scud flying
- Experience, training and competence of individuals
- Pre-flight planning and preparation
- Inflight decision making and planning
- Airborne conflict
- Handling of technical failures
- Engine system reliability

Mycket information om dessa riskområden, och mycket därtill, finns i välskrivna kompendier som togs fram tillsammans med KSAK m.fl. under H50P men kallas nu mer flygsäkerhetsprogrammet. Många av dem har uppdaterats på senare år.

Alla kompendier finns tillgängliga på KSAKs hemsida:

[Klicka här](#)

# Frågor?