# AOC dag

Inledning

TRANSPORT STYRELSEN

# Agenda

- Välkomna
- Utrymning
- Toaletter
- Raster



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# Pandemin

- Trevligt att ses i fysiska möten
- Hoppas ni har återhämtat er
- Efter pandemin,
- Första frågan: sliter ni med något?



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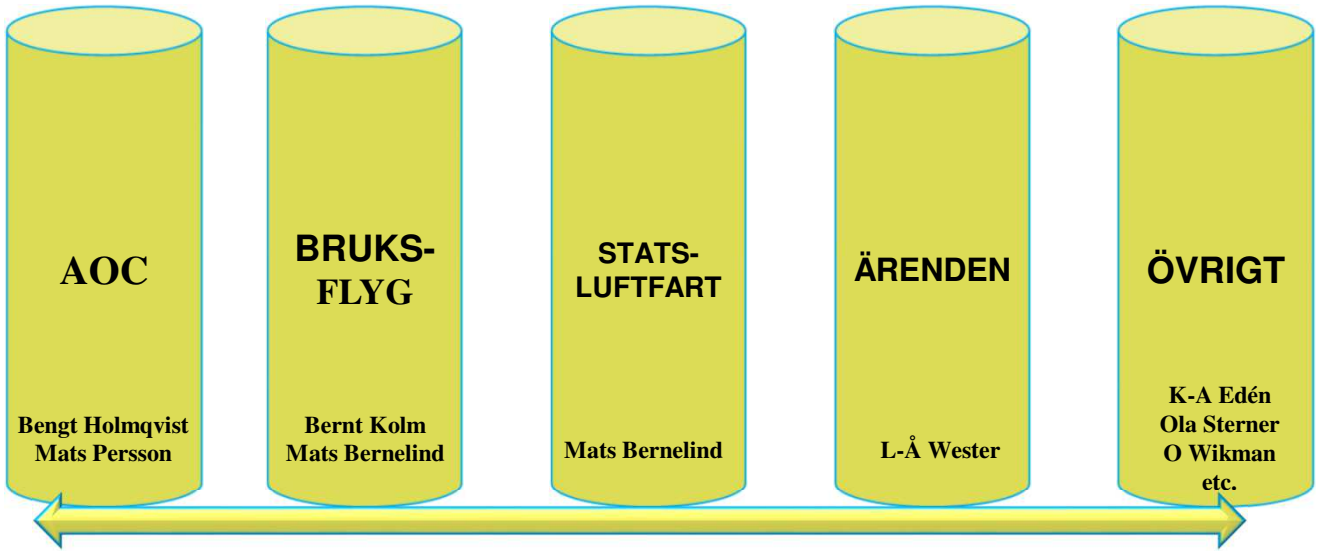
# HELIKOPTER

2014-01-01

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# Vilka arbetar var, vem gör vad?

- **Sektionschef**
- *Anders Leufgård*
- Pontus Lindblom
- Barbro Holmqvist

- **Regler**
- *Mats Bernelind*
- Ingrid Lindén
- Anders Leufgård



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- **Tillstånd**
- *Christian Lofur*
- Karl-Axel Edén
- Ola Johansson
- Cecilia Ottosson
- Vakant

- **Tillsyn**
- *Christer Fridell*
- Mats Karlsson
- Karl-Axel Edén
- Ola Johansson
- Cecilia Ottosson



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- **GA/Ballong/delegerade osv**
- *Magnus Axelsson*
- Per Englund
- Lars Sundlin
- Barbro Holmqvist
- Pontus Lindblom

- **UAS**
- *Tobias Fridarve*
- Anna Ahlberg
- Magnus Selin
- Dan Ekstrand
- Carl Stålberg
- Pontus Lindblom



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# Anders och ICAO

- Under våren kommer jag att övergå till sektionen för internationell samordning
- I augusti flyttar jag till Montreal
- Kommer att vara i Montreal till 2026



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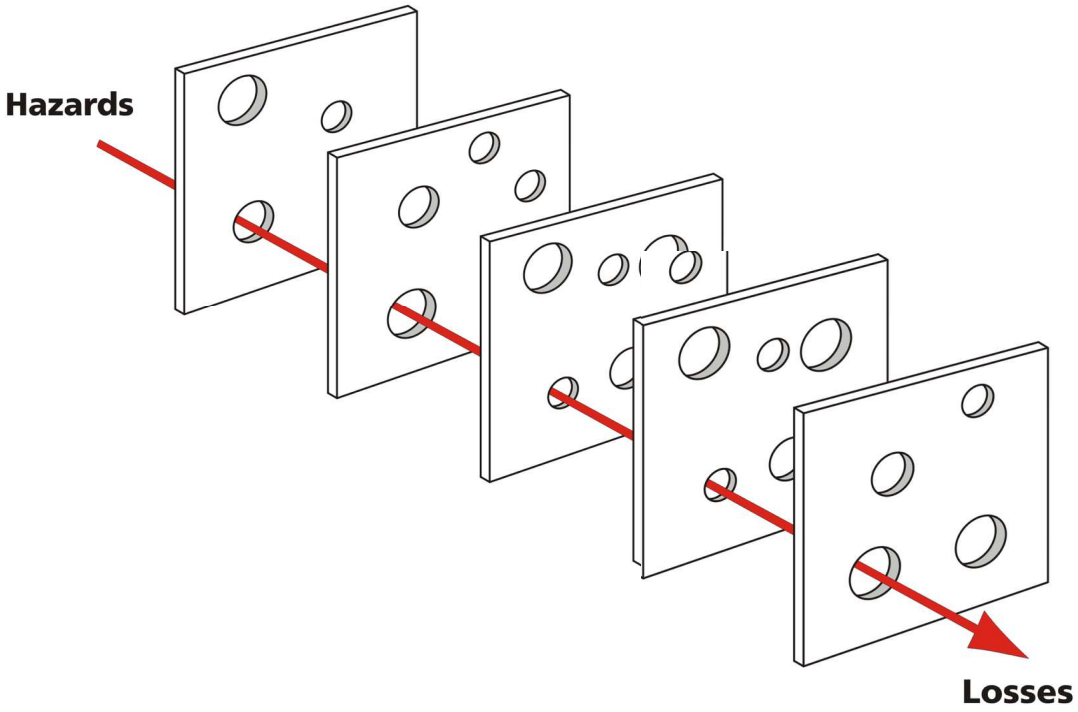
# Del i systemet.
# Safety layers, ost skivorna




1. Manual/compliance
2. Ledning
3. SMS/Riskregister
4. Kultur
5. Pilot



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# Safety culture

- [Mindset | EASA Community (europa.eu)]


## Explore the different parts of the map

You can find out more about the different parts of the Safety Map of the World by using the links below:

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# SPN, Safety promotion network
# Niklas Svensson

**Rotorcraft (Michel):**

- ***Birdstrikes***:
  - Video from Safety4Flight for European Rotors <for European Rotors>.
- ***UIMC, Decision Making and Planning*** (at the stage of starting to agree key messages) - including videos with Mona and ESPN-R Panel at European Rotors.
- ***European Rotors***
  - EASA Rotorcraft Symposium.
  - Safety Zone.
  - Side Conferences.

**GA (John and Wendell):**

- ***EPAS SPT.0125 Promotion of the most important safety issues for General Aviation (and link to GA***

# Hur mäter vi flygsäkerhet?

- Christers kurvor



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# Hur hänger det ihop?
# GASP, EPAS, SPAS, SSP, RIV, PV, SR osv

- GASP, EPAS, SPAS, HI leder till vad TS ska arbeta med för att höja säkerheten. Operatör och ledning/SMS

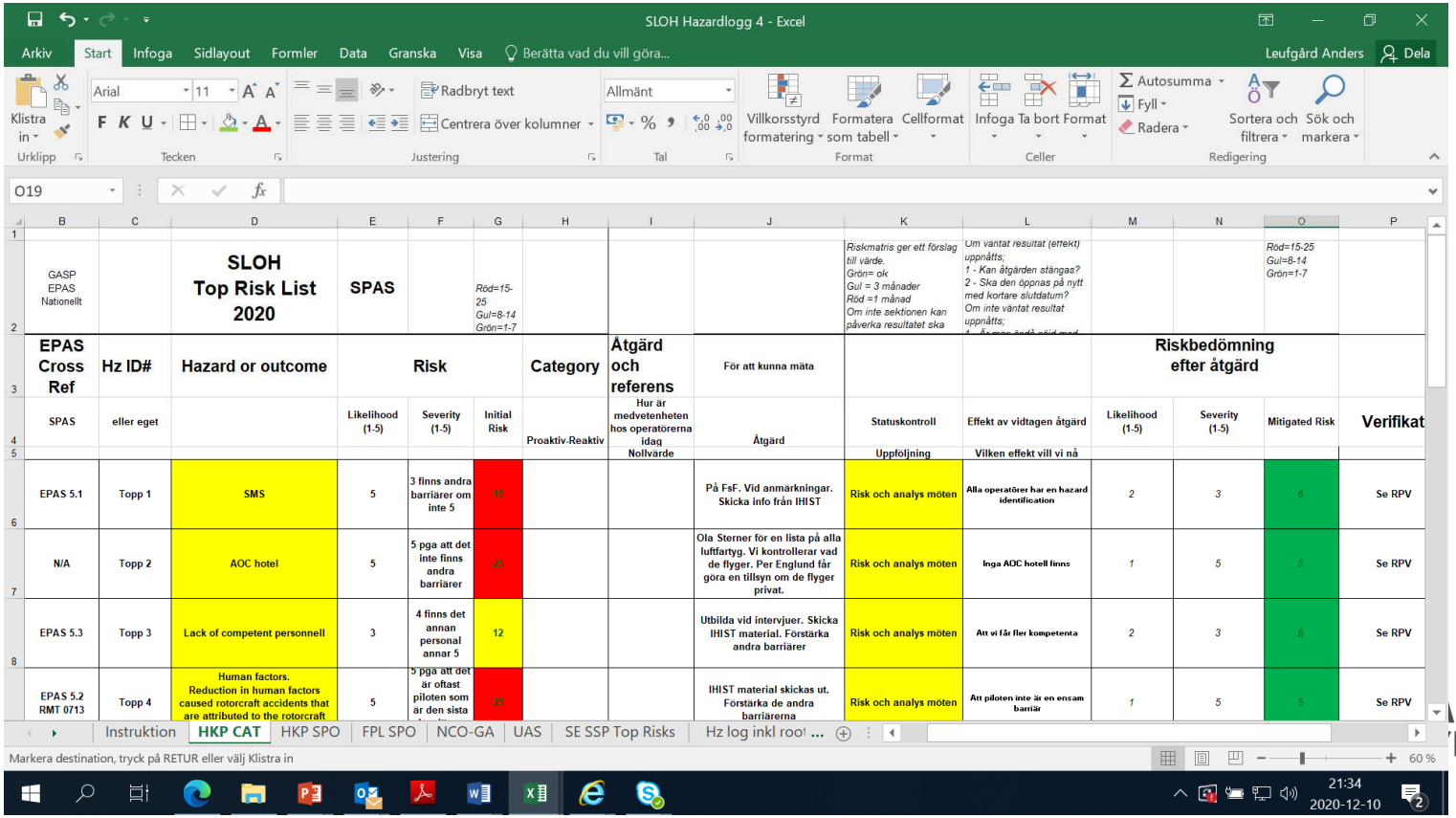
- SSP, målen

- RIV, PV och SR är verktyg för implementering av nya regler och kunskap gällande reglerna. Ändra i manualerna. SR = stort regelmöte



TRANSPORT STYRELSEN

# SLoh HI




TRANSPORT
STYRELSEN

# SPAS. SLoh,s topprisker (hela sektionen)

- **1.1 Flygning av fallskärmshoppare**
- **1.2 Luftrumsintrång privatflyg**
- **1.3 Ultralätt (UL)**
- **1.4 SPO haverier**
- **1.5 Kollision med marken**
- **1.6 Luftrumsintrång övriga**



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# ICAO

GASP

ICAO

Doc 10004

Global Aviation Safety Plan

2023–2025

Approved by and published under the authority of the Secretary General

INTERNATIONAL CIVIL AVIATION ORGANIZATION

# HISTORY OF THE GASP

- ICAO introduced the first version of the GASP in 1997 by formalizing a series of conclusions and recommendations developed during an informal meeting between the Air Navigation Commission (ANC) of ICAO and industry.
- ICAO used the GASP to guide and prioritize the technical work programme of ICAO and updated it regularly to ensure its continuing relevance.

# ANC, Air Navigation Commission

- The Air Navigation Commission (ANC) considers and recommends Standards and Recommended Practices (SARPs) and Procedures for Air Navigation Services (PANS) for adoption or approval by the ICAO Council.

# ANC Technical Panels

- Aerodrome Design and Operations Panel
- Accident Investigation Panel
- Airworthiness Panel
- Air Traffic Management Operations Panel
- ATM Requirements & Performance Panel
- Communications Panel
- Dangerous Goods Panel
- **Flight Operations Panel**
- Frequency Spectrum Management Panel
- **Instrument Flight Procedures Panel**
- Information Management Panel (ATM)
- Meteorology Panel
- **Navigation Systems Panel**
- **Remotely Piloted Aircraft Systems Panel**
- Separation and Airspace Safety Panel
- **Safety Management Panel**
- **Surveillance Panel (ACAS)**



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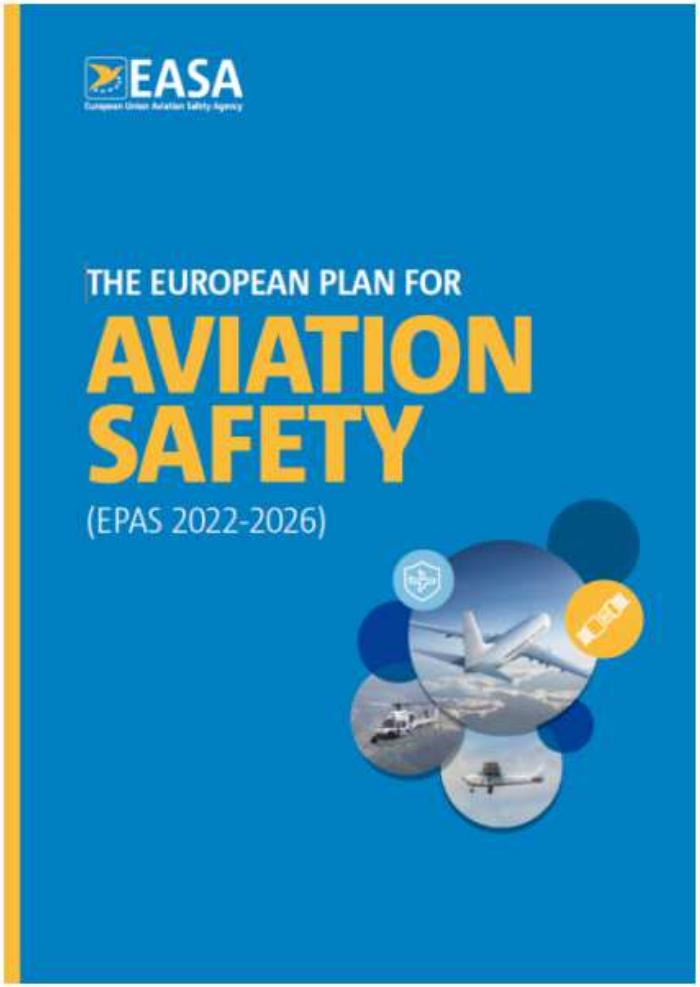
# EPAS, European Plan for Aviation Safety

- Volym 1, 2 och 3



# Mats

Nytt i regelverken.

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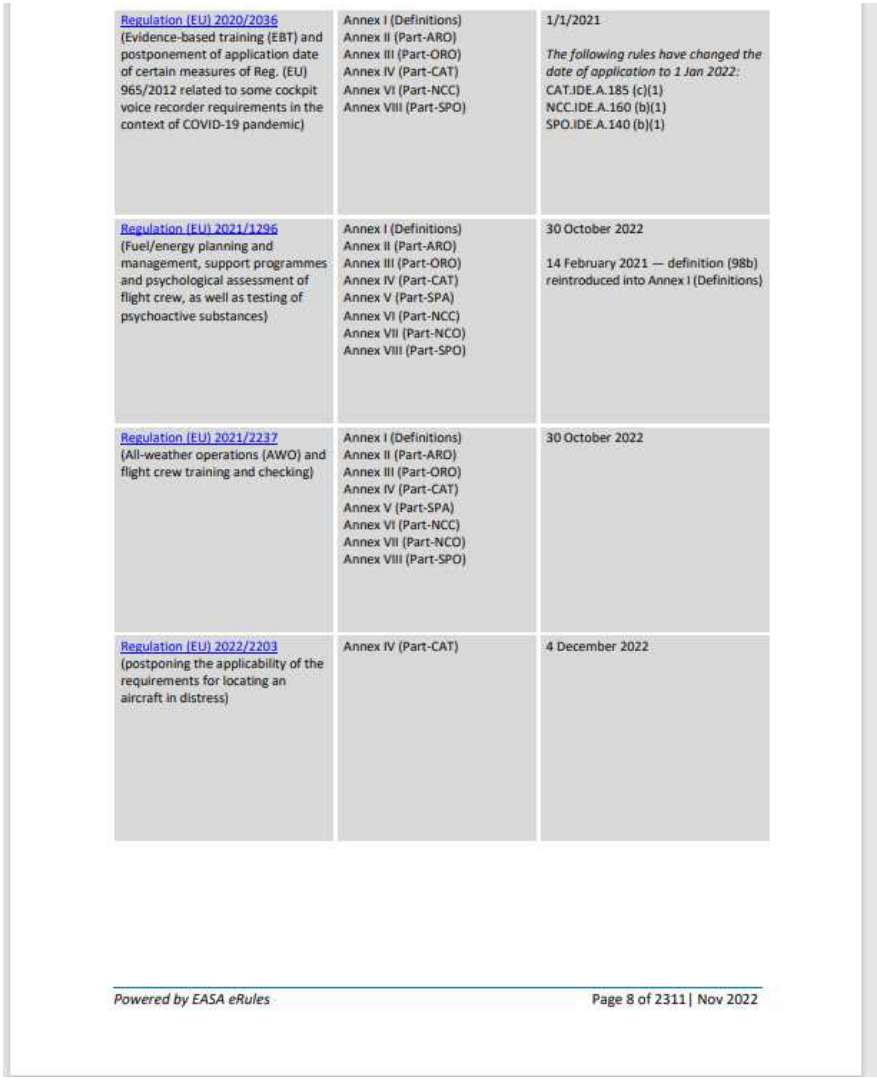
# Nya regler

- Senaste (gammalt)
- EU 2021/1296
- EU 2021/2237
- Fuel/energy/AWO

- Nytt
- EU 2022/2203
- **Gäller inte er**

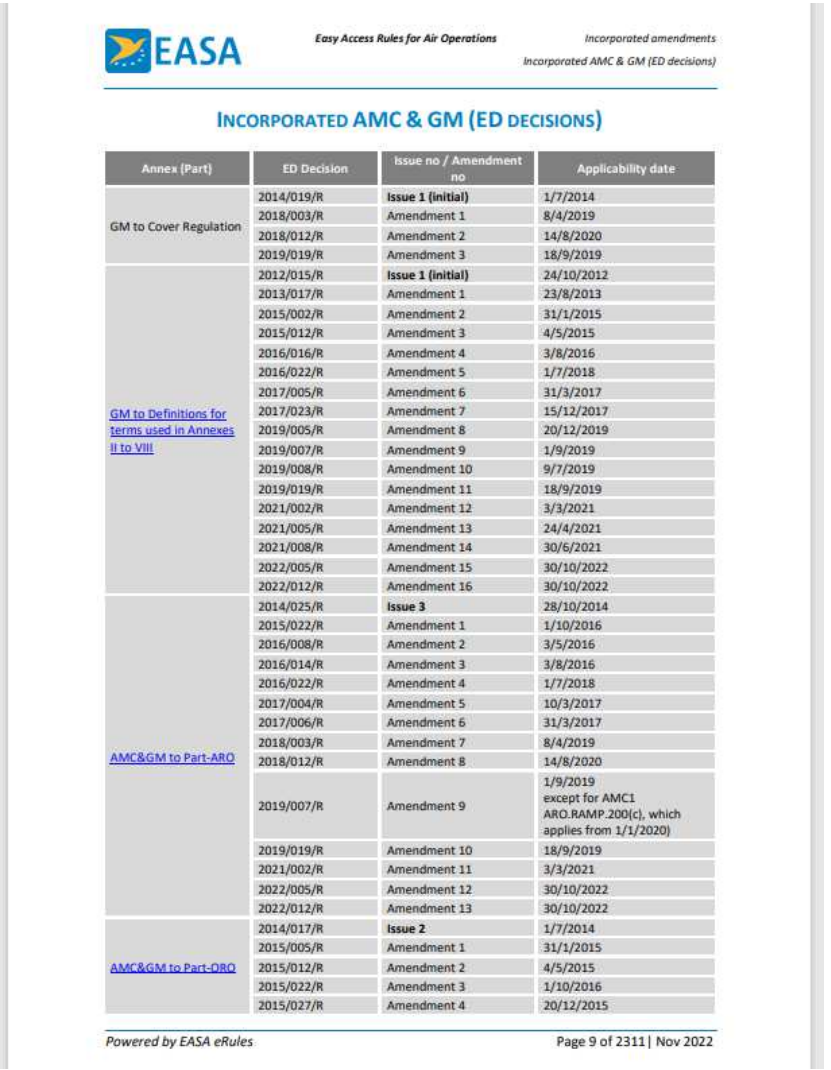


| | | |
|---|---|---|
| Regulation (EU) 2020/2036<br>(Evidence-based training (EBT) and postponement of application date of certain measures of Reg. (EU) 965/2012 related to some cockpit voice recorder requirements in the context of COVID-19 pandemic) | Annex I (Definitions)<br>Annex II (Part-ARO)<br>Annex III (Part-ORO)<br>Annex IV (Part-CAT)<br>Annex VI (Part-NCC)<br>Annex VIII (Part-SPO) | 1/1/2021<br><br>*The following rules have changed the date of application to 1 Jan 2022:*<br>CAT.IDE.A.185 (c)(1)<br>NCC.IDE.A.160 (b)(1)<br>SPO.IDE.A.140 (b)(1) |
| Regulation (EU) 2021/1296<br>(Fuel/energy planning and management, support programmes and psychological assessment of flight crew, as well as testing of psychoactive substances) | Annex I (Definitions)<br>Annex II (Part-ARO)<br>Annex III (Part-ORO)<br>Annex IV (Part-CAT)<br>Annex V (Part-SPA)<br>Annex VI (Part-NCC)<br>Annex VII (Part-NCO)<br>Annex VIII (Part-SPO) | 30 October 2022<br><br>14 February 2021 — definition (98b) reintroduced into Annex I (Definitions) |
| Regulation (EU) 2021/2237<br>(All-weather operations (AWO) and flight crew training and checking) | Annex I (Definitions)<br>Annex II (Part-ARO)<br>Annex III (Part-ORO)<br>Annex IV (Part-CAT)<br>Annex V (Part-SPA)<br>Annex VI (Part-NCC)<br>Annex VII (Part-NCO)<br>Annex VIII (Part-SPO) | 30 October 2022 |
| Regulation (EU) 2022/2203<br>(postponing the applicability of the requirements for locating an aircraft in distress) | Annex IV (Part-CAT) | 4 December 2022 |

*Powered by EASA eRules* Page 8 of 2311 | Nov 2022

# Nya AMC och GM

- ED Decisions
- 2022/005/R
- 2022/012/R
- 2022/014/R
- 2022/017/R



EASA *Easy Access Rules for Air Operations* *Incorporated amendments* *Incorporated AMC & GM (ED decisions)*

## INCORPORATED AMC & GM (ED DECISIONS)

| Annex (Part) | ED Decision | Issue no / Amendment no | Applicability date |
|---|---|---|---|
| GM to Cover Regulation | 2014/019/R | **Issue 1 (initial)** | 1/7/2014 |
| | 2018/003/R | Amendment 1 | 8/4/2019 |
| | 2018/012/R | Amendment 2 | 14/8/2020 |
| | 2019/019/R | Amendment 3 | 18/9/2019 |
| GM to Definitions for terms used in Annexes II to VIII | 2012/015/R | **Issue 1 (initial)** | 24/10/2012 |
| | 2013/017/R | Amendment 1 | 23/8/2013 |
| | 2015/002/R | Amendment 2 | 31/1/2015 |
| | 2015/012/R | Amendment 3 | 4/5/2015 |
| | 2016/016/R | Amendment 4 | 3/8/2016 |
| | 2016/022/R | Amendment 5 | 1/7/2018 |
| | 2017/005/R | Amendment 6 | 31/3/2017 |
| | 2017/023/R | Amendment 7 | 15/12/2017 |
| | 2019/005/R | Amendment 8 | 20/12/2019 |
| | 2019/007/R | Amendment 9 | 1/9/2019 |
| | 2019/008/R | Amendment 10 | 9/7/2019 |
| | 2019/019/R | Amendment 11 | 18/9/2019 |
| | 2021/002/R | Amendment 12 | 3/3/2021 |
| | 2021/005/R | Amendment 13 | 24/4/2021 |
| | 2021/008/R | Amendment 14 | 30/6/2021 |
| | 2022/005/R | Amendment 15 | 30/10/2022 |
| | 2022/012/R | Amendment 16 | 30/10/2022 |
| AMC&GM to Part-ARO | 2014/025/R | **Issue 3** | 28/10/2014 |
| | 2015/022/R | Amendment 1 | 1/10/2016 |
| | 2016/008/R | Amendment 2 | 3/5/2016 |
| | 2016/014/R | Amendment 3 | 3/8/2016 |
| | 2016/022/R | Amendment 4 | 1/7/2018 |
| | 2017/004/R | Amendment 5 | 10/3/2017 |
| | 2017/006/R | Amendment 6 | 31/3/2017 |
| | 2018/003/R | Amendment 7 | 8/4/2019 |
| | 2018/012/R | Amendment 8 | 14/8/2020 |
| | 2019/007/R | Amendment 9 | 1/9/2019 except for AMC1 ARO.RAMP.200(c), which applies from 1/1/2020) |
| | 2019/019/R | Amendment 10 | 18/9/2019 |
| | 2021/002/R | Amendment 11 | 3/3/2021 |
| | 2022/005/R | Amendment 12 | 30/10/2022 |
| | 2022/012/R | Amendment 13 | 30/10/2022 |
| AMC&GM to Part-ORO | 2014/017/R | **Issue 2** | 1/7/2014 |
| | 2015/005/R | Amendment 1 | 31/1/2015 |
| | 2015/012/R | Amendment 2 | 4/5/2015 |
| | 2015/022/R | Amendment 3 | 1/10/2016 |
| | 2015/027/R | Amendment 4 | 20/12/2015 |

*Powered by EASA eRules* Page 9 of 2311 | Nov 2022

# Utmaningen med nya regler osv

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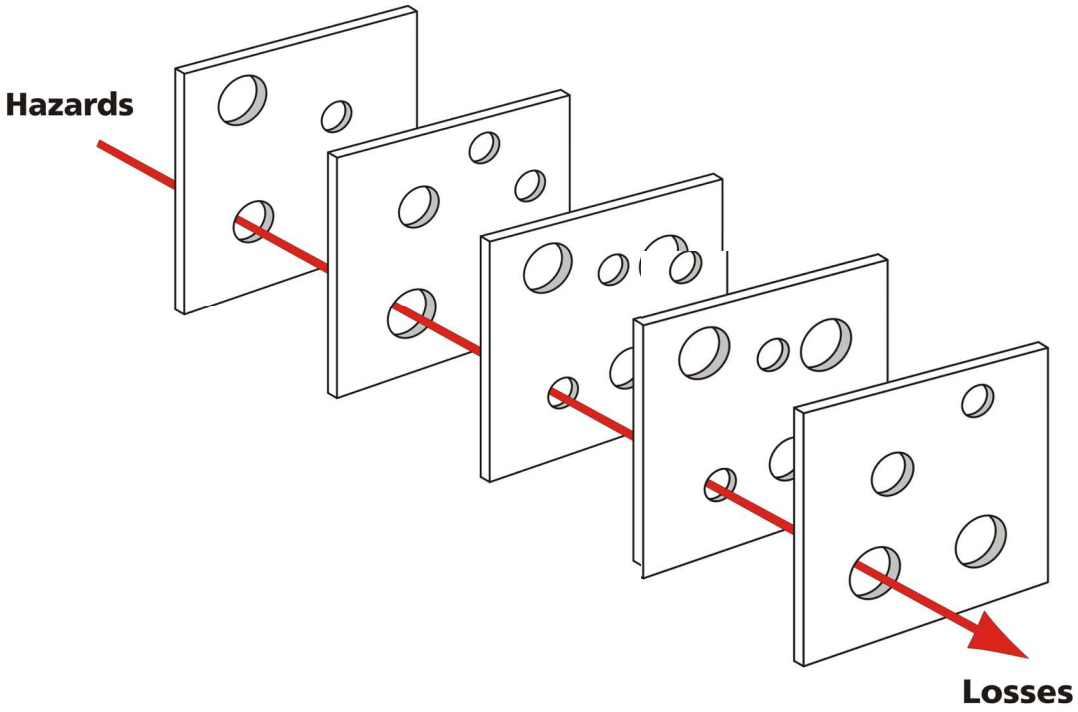
# Systemet.
# Safety layers, ost skivorna




1. Manual/compliance
2. Ledning
3. SMS/Riskregister
4. Kultur
5. Pilot



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# Från pilot till operatör



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# Hur arbetar EASA?

GASP, EPAS, SPAS, SSP, RIV, PV, SR osv

HEG och RCOM möten

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# RCOM möten

## 2 The Rotorcraft Safety Risk Portfolio – Status Nov 2022



# 2 The Rotorcraft Safety Risk Portfolio – Status Nov 2022

| Bucket | Sub-Bucket | Safety Issue ID | Safety Issue TITLE | SIPI Score – Nov 2022 | ESAG-R Inputs |
|---|---|---|---|---|---|
| ***#ASSESS***<br><br>*Need for further analysis/ assessment to propose a set of mitigating actions* | TO BE LAUNCHED Q4 2022 | SI-8031 | Inadequate obstacle clearance during low-altitude operation, take-off and landing | 6.75 | |
| | QUEUED & PRIORITISED | SI-8017 | Poor pre-flight planning and preparation | 6.59 | ✓ |
| | | SI-8005 | Helicopter-maintenance-related issues | 6.13 | ✓ |
| | | SI-8024 | Unanticipated yaw / Loss of tail rotor effectiveness | 5.70 | ✓ |
| | | SI-8011 | Lack of knowledge of aircraft systems and application of procedures | 5.43 | |
| | | SI-8023 | Inadequate flight path management during manual control | 5.13 | |
| | | SI-8022 | Inadequate flight path management with the use of automation | 4.29 | |
| | | SI-8008 | E-VTOL-systems-related issues | 4.24 | |
| | | SI-8045 | Insufficient safety culture of organisation | 4.19 | |
| | | SI-8034 | Poor management of take-off and landing sites | 4.13 | ✓ |
| | To be REFINED | SI-8009 | Inefficient flight crew monitoring functions | 4.92 | |
| | | SI-8010 | Inaccurate perception of risk / hazardous risk appetite | 4.82 | |
| | | SI-8033 | Deficient interfaces with ground during flight (Communication with ATC, Ground ops, information provided) | 2.87 | |

# 2 The Rotorcraft Safety Risk Portfolio – Status Nov 2022

| Bucket | Safety Issue ID | Safety Issue TITLE | RMT | SPT | MST | RES | SIPI Score - Nov 2022 | ESAG-R Inputs |
|---|---|---|---|---|---|---|---|---|
| *#MITIGATE*<br><br>*Mitigations committed in the current EPAS Vol II (planned or under implementation)* | SI-8028 | Inadequate airborne separation under VFR operation | | ✓ | | ✓ | 6.92 | |
| | SI-8038 | External-sling-load-operations-related issues | | ✓ | | | 6.25 | |
| | SI-8044 | Ineffective safety management systems | | ✓ | ✓ | | 6.15 | |
| | SI-8001 | Helicopter rotor and transmission system failures | ✓ | | | ✓ | 6.12 | |
| | SI-8016 | Pilot fatigue | ✓ | | | ✓ | 6.09 | |
| | SI-8019 | Degraded visibility conditions | ✓ | | | | 5.99 | |
| | SI-8015 | Inadequate training and competence transfer - initial and recurrent training | Rotorcraft Safety Roadmap | | | | 5.99 | |
| | SI-8027 | Inadequate handling of simulated technical failures and abnormal procedures during a training flight | Rotorcraft Safety Roadmap | | | | 5.79 | |
| | SI-8039 | Hazardous conditions following ditching | ✓ | | | ✓ | 4.83 | |
| | SI-8025 | Vortex ring state | | | | ✓ | 3.43 | |
| | SI-8046 | Deficiencies / Inconsistencies in operating manuals | ✓ | ✓ | | | 3.79 | |
| | SI-8030 | Bird and other wildlife hazard | ✓ | ✓ | | | 3.53 | |
| | SI-8037 | Hoist-operations-related issues | ✓ | ✓ | | | 3.28 | |

# 2 The Rotorcraft Safety Risk Portfolio – Status Nov 2022

| Bucket | Safety Issue ID | Safety Issue TITLE | SPIs in Annual Safety Review | SIPI Score – Nov 2022 | ESAG-R Inputs |
|---|---|---|---|---|---|
| ***#MONITOR*** | SI-8026 | Engine loss of power in flight | ✓ | 5.89 | |
| | SI-8014 | Incorrect in-flight decision making | ✓ | 5.83 | |
| ***Safety Issues being "only" monitored, but currently with no further planned/implement mitigations and no intended further assessment.*** | SI-8021 | Adverse weather encounter - effects other than on visibility | ✓ | 5.63 | |
| | SI-8013 | Ineffective application of crew resource management and multicrew cooperation | ✓ | 5.59 | |
| | SI-8040 | Dynamic rollover | ✓ | 5.53 | |
| | SI-8004 | Improper management of helicopter continuing airworthiness | ✓ | 5.53 | |
| | SI-8048 | On board carriage of PEDs with lithium batteries | | 5.39 | |
| | SI-8012 | Incorrect application of operational rules and procedures | ✓ | 5.03 | |
| | SI-8002 | Helicopter system failures - other than rotor and transmissions | ✓ | 4.32 | |
| | SI-8036 | Navigation-related issues | ✓ | 3.53 | |
| | SI-8049 | Interference by lasers | | 3.28 | |
| | SI-8043 | ADELTs, ELTs and PLBs malfunctions | | 3.25 | |
| | SI-8041 | Downwash adverse effects | | 2.97 | |
| | SI-8042 | Unruly passengers | | 2.87 | |

# TS uppföljning PV

| | Rubrik | Uppgift | Ansvarig | Support | Status | Start |
|---|---|---|---|---|---|---|
| 31 | **EASA SPT.092** | Improve dissemination of existing safety promotion material by developing m | Magnus | Per | ? | 2020 Q1 |
| 32 | **EASA RMT.0230** 2/2 | Introduction of a regulatory framework for the operation of drones (Air OPS | Tobias | Tobias | NPA | 2016 Q4 (ToR) |
| 33 | **EASA RMT.0318** Nygamn | Single-engine helicopter operations. | Kalle | ? | ToR | 2018 Q1 (ToR) |
| 34 | **EASA RMT.0325** | Helicopter emergency medical services' performance and public interest site | Kalle | ? | Opinion | 2014 Q1 (ToR) |
| 35 | **EASA RMT.0379** 1/3 | All weather operations. | Christian | Ola J | I kraft | 2015 Q4 (ToR) |
| 36 | **EASA RMT.0379** 2/3 | All weather operations Hkp. | Kalle | ? | I kraft | 2015 Q4 (ToR) |
| 37 | **EASA RMT.0379** 3/3 | All weather operations NCO. | Magnus | Cecilia | I kraft | 2015 Q4 (ToR) |
| 38 | **EASA RMT.0392** | Regular updates of air operation rules. | Magnus | Cecilia | ToR | 2020 Q3 (ToR) |
| 39 | **EASA RMT.0494** | FTL rules for helicopter operations. | Kalle | ? | BIS | 2023 Q4 (ToR) |
| 40 | **EASA RMT.0495** | FTL requirements for aeroplane commercial operations other than CAT. | Ola J | Cecilia | BIS | 2023 Q4 (ToR) |
| 41 | **EASA RMT.0573** | Fuel/energy planning and management. | Ola J | Kalle, Magnus | I kraft | 2015 Q2 (ToR) |
| 42 | **EASA RMT.0599** 1/4 | Update of Subpart FC of Part-ORO (evidence-based training). | ? | ? | Tillämpas | 2016 Q1 (ToR) |
| 43 | **EASA RMT.0599** 2/4 | Update of Subpart FC of Part-ORO (evidence-based training). | Kalle | ? | I kraft | 2016 Q1 (ToR) |
| 44 | **EASA RMT.0708** | Controlled flight into terrain prevention with helicopter terrain awareness wa | Christian | Kalle | ToR | 2019 Q3 (ToR) |
| 45 | **EASA RMT.0720** | Management of information security risks. | Christer U | ? | Opinion | 2018 Q4 (ToR) |
| 46 | **EASA RMT.0729** 1/2 | Regular update of Regulations (EU) 2019/945 & 2019/947 (drones in the 'op | Tobias | Tobias | Tillämpas | 2019 Q3 (ToR) |
| 47 | **EASA RMT.0729** 2/2 | Regular update of Regulations (EU) 2019/945 & 2019/947 (drones in the 'op | Tobias | Tobias | ToR | 2019 Q3 (ToR) |
| 48 | **EASA RMT.0730** 2/4 | Regular update of the AMC & GM to Regulations (EU) 2019/945 & 2019/94 | Tobias | Tobias | NPA | 2019 Q3 (ToR) |
| 49 | **EASA RMT.0730** 3/4 | Regular update of the AMC & GM to Regulations (EU) 2019/945 & 2019/94 | Tobias | Tobias | ToR | 2019 Q3 (ToR) |
| 50 | **EASA RMT.0731** 1/2 | New air mobility | Magnus | Ola | NPA | 2021 Q2 (ToR) |
| 51 | **EASA RMT.0732** | Repository of aviation-related information (article 74 of the Basic Regulation | Magnus | Kalle | Opinion | 2020 Q2 (ToR) |
| 52 | **ICAO** | State Letter 2022/70 Proposed new Annex 6 Part IV | Tobias | Anders | Pågående | 2022 Q3 5743 |

Arbetsfördelning SLoh | **Planeringsverktyg SLoh** | Föreskrifter & informatio ...

# Års-rapport

| | |
|---|---|
| EASA European Aviation Safety Agency<br>IP 4.2(a) | 2022 Activity report of the Air OPS TeB Expert Groups |
| Date: 22/11/2022 | |
| Air OPS TeB 2022-03 | E. Bennett, J. Loncke, L. Calleja Barcena, I. Petrova, A. Pavlopoulos |

## Introduction

This IP provides information on the activities performed by the different subgroups established under the Air OPS TeB in the course of 2022. The COVID-19 pandemic caused some disruption to the activities of these groups in the course of 2020-21, but in 2022 activities were resumed to an almost pre-pandemic level, even though all meetings were held online.

Air OPS TeB members are invited to take note of the information provided in the IP, and to make any comments and suggestions, particularly to the topics to be discussed in 2023.

## Helicopter Expert Group (HEG)/RCOM

### 1. Report on activities in 2022

The HEG has become the RCOM.NAA, a component of the rotorcraft community (RCOM). Otherwise, no changes were made to its ToRs, membership or reporting line. Sessions remain possible in the following formats:

- The RCOM.NAA with limited industry participation;
- The RCOM.NAA with helicopter experts of NAAs only;
- In addition to the existing formats, helicopter experts of NAAs can be invited to plenary sessions of the RCOM.

## 1.2 Main topics discussed and conclusions reached in 2022

The main topics discussed by the R.COM (HEG) in 2022 and conclusions reached:

- Autorotation checking
  - This issue should be addressed within RMT.0587 (Regular update of regulations regarding pilot training, testing and checking and the related oversight) that includes rulemaking work to take over the discussion. This RMT will consider changes to Appendix 9 (point 2.6.1 of the table) to Part-FCL and will assess the AMC to ORO.FC.230 and ORO.FC.330 as necessary for pilots engaged in commercial operations.
- EBT
  - It is expected that the ICAO initiative will not change much to the work in progress at European level. It can only speed it up. ICAO will need to make use of the (European but based on worldwide data) helicopter EBT data report.
- Use of belly ropes in SPO.SPEC.HEC and NCO.SPEC.HEC

- Action: All NAAs to provide input regarding the option of doing nothing regarding HEC safety or the option of acting towards safer HEC systems and the preferred method.

- HEMS Opinion and associated webinars
  - The proposals put forward in Opinion 08/2022 are expected to increase safety, and foster efficiency and proportionality while keeping the economic impact on HEMS operators at a minimum.
- BIS Small Helicopter Operators
  - The BIS provided several examples where harmonisation between authorities and implementation of authorities' best practices can reduce the administrative burden as perceived by operators. The EPAS 2023-2025 will already contain some tasks derived from this BIS (such as MST.0041). These actions will need to be addressed in future meetings.
- Roll-out of a new occurrence reporting form in the context of the BIS Small Helicopter Operators.
  - Action: Provide key improvement to be implemented specifically for helicopter small operators and more generally general aviation reporters.
- Borderline CAT and SPO operations
  - Low level of agreement between experts on the qualification as CAT or SPO of the cases presented. This discussion is to be continued.
  - A draft guideline to determine whether an activity is to be considered as either CAT or SPO was proposed. The guideline is available via SharePoint. NAAs were requested to review and suggest improvements to the guideline.
- Sharing of a common SPO risk register and best practice for specialised operations
  - A common SPO risk register would help all NAAs focus on what is important when involved in SPO oversight. It would also help operators with their own declarations and SOPs.
  - Defined way forward: an SPO risk register will be established, most likely as part of a safety promotion activity, using the ESPN/R network. The format of the deliverable remains to be determined.
- Use of FSTDs for pilot training – transition to the new regulation
  - The expert group agreed that NAAs would provide and share transition plans towards the increased usage of FSTDs, including light twins and single engines wherever FSTDs are available.
- Information on EASA Opinion 02/2021 (AWO and crew training)
- Return to normal after the outbreak of COVID-19
  - The group agreed that the current guidance remains sufficient and needs to remain in place at this stage.

Conclusions: A greater common understanding was achieved on many technical topics.

# Christer

Hemsida, Information, Blanketter

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# Detta leder till att vi i Sverige måste arbeta med

- Tillsyn
- Känsla
- ASR
- EPAS

→

- Analysmöte

→

- Safety promotion
- 2023



TRANSPORT STYRELSEN

# ASR. Händelserapporter

| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | |
| 2 | | | | | | | | | | | | | | | | | |
| 3 | | | | | | | | | | | | | | | | | |
| 4 | | **2022 Sammanställning ASR SLoH** | | | | | | | | | | | | | | | |
| 5 | | **Antal händelser 2022 / månad** | | | | | | | | | | | | | | | |
| 6 | | **Avläst v.** | | | | | | | | | | | | | | | |
| 7 | | 1-35 | | | 2021 | januari | februari | mars | april | maj | juni | juli | augusti | september | oktober | november | december |
| 8 | | **Helikopter:** | | | 13 | 3 | 5 | 3 | 8 | 6 | 12 | 7 | 2 | | | | |
| 9 | | | | | | | | | | | | | | | | | |
| 10 | | **Flygplan:** | | | 3 | 1 | | 2 | 1 | 1 | 4 | 4 | | | | | |
| 11 | | | | | | | | | | | | | | | | | |

- SPO  haverier?
- Kollision med marken 1-2st. (kan ändras till ”i luften”
- Luftrumsintrång 4 st
- Nästa risk är tappad last



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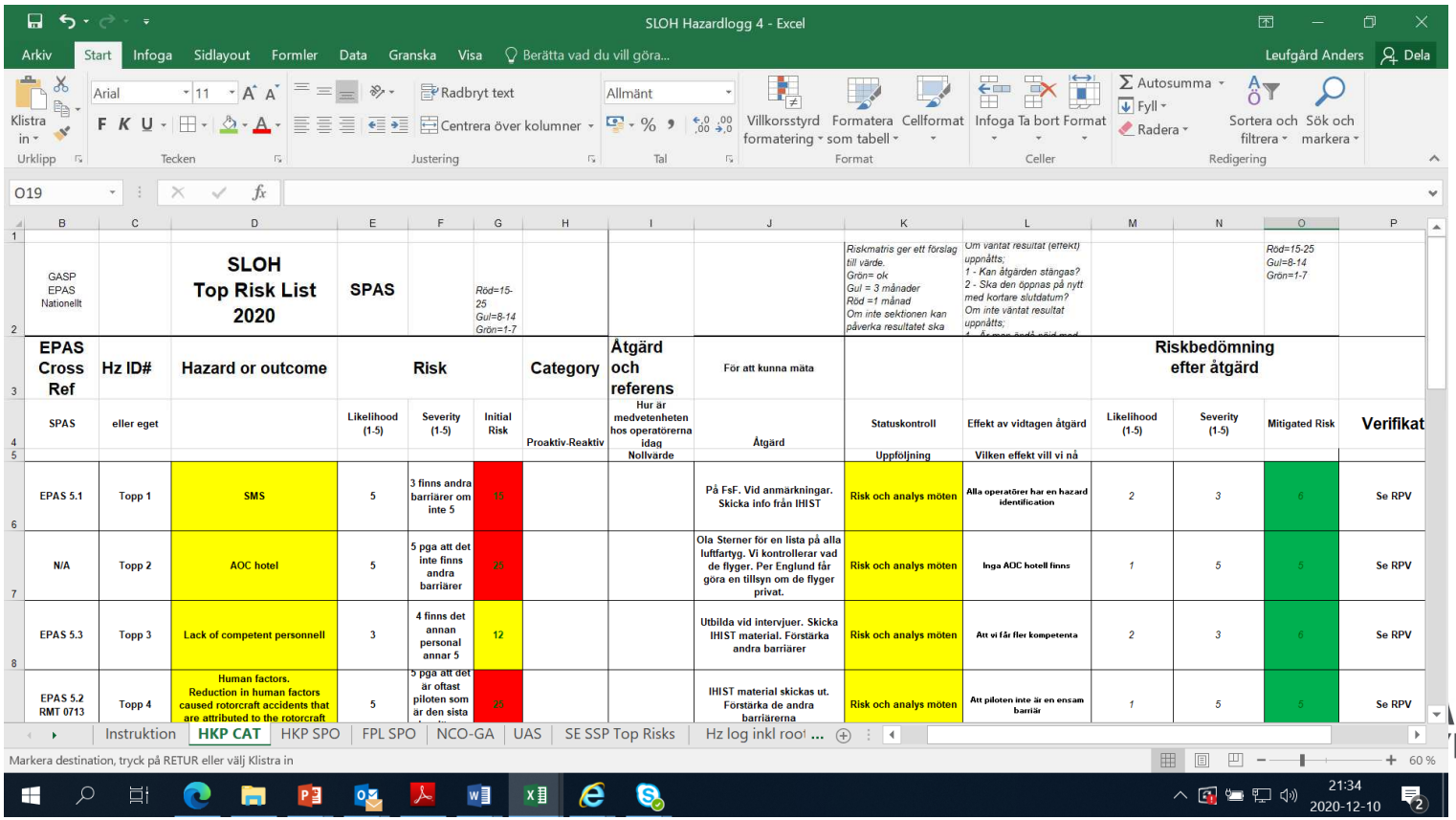
# Alla hazards läggs in i SLoh HI



SLOH Hazardlogg 4 - Excel

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | GASP EPAS Nationellt | | SLOH Top Risk List 2020 | SPAS | | Röd=15-25 Gul=8-14 Grön=1-7 | | | | Riskmatris ger ett förslag till värde. Grön= ok Gul = 3 månader Röd =1 månad Om inte sektionen kan påverka resultatet ska | Om vantat resultat (effekt) uppnåtts; 1 - Kan åtgärden stängas? 2 - Ska den öppnas på nytt med kortare slutdatum? Om inte väntat resultat uppnåtts; | | | Röd=15-25 Gul=8-14 Grön=1-7 | |
| | EPAS Cross Ref | Hz ID# | Hazard or outcome | Risk | | | Category | Åtgärd och referens | För att kunna mäta | | | Riskbedömning efter åtgärd | | | |
| | SPAS | eller eget | | Likelihood (1-5) | Severity (1-5) | Initial Risk | Proaktiv-Reaktiv | Hur är medvetenheten hos operatörerna idag Nollvärde | Åtgärd | Statuskontroll Uppföljning | Effekt av vidtagen åtgärd Vilken effekt vill vi nå | Likelihood (1-5) | Severity (1-5) | Mitigated Risk | Verifikat |
| | EPAS 5.1 | Topp 1 | SMS | 5 | 3 finns andra barriärer om inte 5 | 15 | | | På FsF. Vid anmärkningar. Skicka info från IHIST | Risk och analys möten | Alla operatörer har en hazard identification | 2 | 3 | 6 | Se RPV |
| | N/A | Topp 2 | AOC hotel | 5 | 5 pga att det inte finns andra barriärer | 25 | | | Ola Sterner för en lista på alla luftfartyg. Vi kontrollerar vad de flyger. Per Englund får göra en tillsyn om de flyger privat. | Risk och analys möten | Inga AOC hotell finns | 1 | 5 | 5 | Se RPV |
| | EPAS 5.3 | Topp 3 | Lack of competent personnell | 3 | 4 finns det annan personal annar 5 | 12 | | | Utbilda vid intervjuer. Skicka IHIST material. Förstärka andra barriärer | Risk och analys möten | Att vi får fler kompetenta | 2 | 3 | 6 | Se RPV |
| | EPAS 5.2 RMT 0713 | Topp 4 | Human factors. Reduction in human factors caused rotorcraft accidents that are attributed to the rotorcraft | 5 | 5 pga att det är oftast piloten som är den sista | 25 | | | IHIST material skickas ut. Förstärka de andra barriärerna | Risk och analys möten | Att piloten inte är en ensam barriär | 1 | 5 | 5 | Se RPV |

Instruktion | HKP CAT | HKP SPO | FPL SPO | NCO-GA | UAS | SE SSP Top Risks | Hz log inkl root ...

Markera destination, tryck på RETUR eller välj Klistra in

60 %

21:34 2020-12-10

# SPAS. SLoh,s topprisker (hela sektionen)

- **1.1 Flygning av fallskärmshoppare**
- **1.2 Luftrumsintrång privatflyg**
- **1.3 Ultralätt (UL)**
- **1.4 SPO haverier**
- **1.5 Kollision med marken**
- **1.6 Luftrumsintrång övriga**



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# Safety promotion


## Explore the different parts of the map

You can find out more about the different parts of the Safety Map of the World by using the links below:

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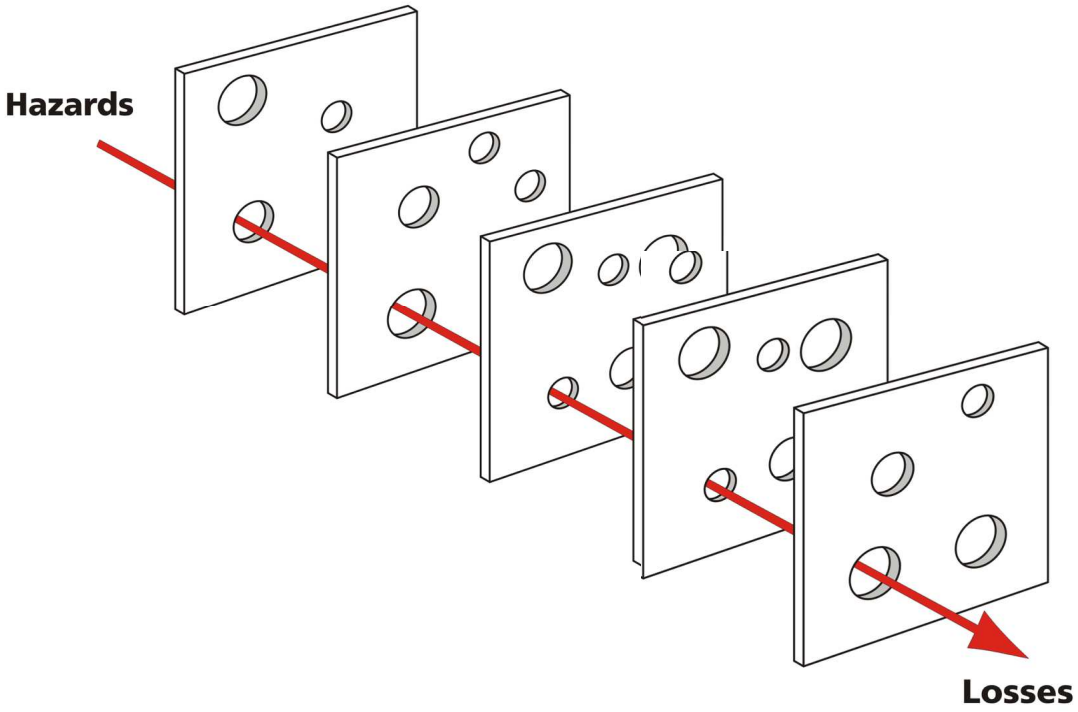
# Från pilot till operatör

- **Det ”nya” regelverket säger att piloten ska ha en organisation runt sig.** Från pilot till operatör
- Ägaren blir ofta AM. Vi accepterade/grandfathered in många VD,ar som AM.
- AM bestämmer att pilot x får bli SM/CMM osv
- X försöker själv. Alla försöker själva
- AM leder inte. **Ledningen** fungerar inte.
- Vi har svårt att identifiera risker innan det händer. **SMS**
- Allt handlar om att bygga en kultur. **Säkerhetskulturen**

# Systemet.
# Safety layers, ost skivorna




1. Manual/compliance
2. Ledning
3. SMS/Riskregister
4. Kultur
5. Pilot



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# Vi ska gå från reaktiv – proaktiv
# Från pilot - organisation

- Christers dokument visar på de utmaningarna som finns ledning, sms och kultur
- **Hur ska vi göra för att förflytta oss?**
- Tillsammans måste vi se till att man inte flyger i vissa situationer.
- Tillsammans måste vi se till att ledningen stöttar piloterna, inte att piloterna själva …
- **Vad kan TS hjälpa till med?**



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# Vad kan TS hjälpa till med?



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# Säkerhetskultur

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# Säkerhetsengagemang
# Commitment,

- I vilken utsträckning varje nivå i en organisation har en positiv inställning till säkerhet och erkänner dess betydelse
- The extent to which every level of the organization has a positive attitude towards safety and recognizes its importance.



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# Beteenden och Rapporterande kultur
# Behaviour and reporting culture.

- I vilken utsträckning varje nivå i organisationen beter sig för att upprätthålla och förbättra säkerhetsnivån Vi är alla ansvariga för våra handlingar. Följderna av dessa handlingar beror på vilken typ av beteende som uppvisas och avsikten. Anställda bör uppmuntras att rapportera säkerhetsproblem.
- The extent to which every level of the organization behaves such as to maintain and improve the level of safety. We are all accountable for our actions. The ramifications for those actions depends on the type of behavior exhibited and the intent. Employees should be encouraged to report safety concerns.



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# Rättvis kultur

## Justness,

- Säkert beteende och rapportering av säkerhetsfrågor uppmuntras eller till och med belönas och osäkert beteende avråds. Det är också en tydlig gränsdragning mellan acceptabelt och oacceptabelt beteende
- Safe behaviour and reporting of safety issues are encouraged or even rewarded and unsafe behaviour is discouraged – but is also be a clear line drawn between acceptable and unacceptable behavior.



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# Kommunikation,
# Information,

- Hur information distribueras i hela organisationen. Information måste kommuniceras på rätt sätt till rätt personer för att undvika felkommunikation samt att personalen får en tydlig och relevant information
- How information is distributed throughout the organization. Information must be communicated in the right way to the right people to avoid miscommunication



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# Medvetenhet i en organization och Awareness (and systematic safetywork)

- Medvetenhet speglar i vilken utsträckning anställda och ledning är medvetna om riskerna för sig själva och andra som organisationens verksamhet innebär
- Awareness reflects the extent to which employees and management are aware of the risks for themselves and for others implied by the organization's operations.



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# Lärande kultur
## Adaptability and learning culture,

- I vilken utsträckning anställda och ledning är villiga att lära av tidigare erfarenheter och kan vidta nödvändiga åtgärder för att höja säkerhetsnivån inom organisationen
- The extent to which employees and management are willing to learn from past experiences and are able to take necessary action to enhance the level of safety within the organization.



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# Systematiskt säkerhetsarbete, resurser och kompetens
# Systematic safetywork

- **Systematiskt säkerhetsarbete** är ett samlingsbegrepp för en verksamhets organiserade arbete med all form av säkerhet. I begreppet kan till exempel ingå flygsäkerhet men även arbetsmiljö osv.



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# Vad saknar ni på hemsidan?

- Hemsidan, information och blanketter  Vad saknar ni på hemsidan?
- Vi har fått en del bra feedback, tar gärna emot mer.
- Hur lätt eller svårt är det att hitta de ansökningschecklistor och formulär som finns idag?
-



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