

THE EUROPEAN PLAN FOR  
**AVIATION  
SAFETY**

(EPAS 2022-2026)



VAD ÄR EPAS OCH HUR  
JOBBAR TS MED EPAS  
FÖR ALLMÄNFLYGET?

# Vad är EPAS?

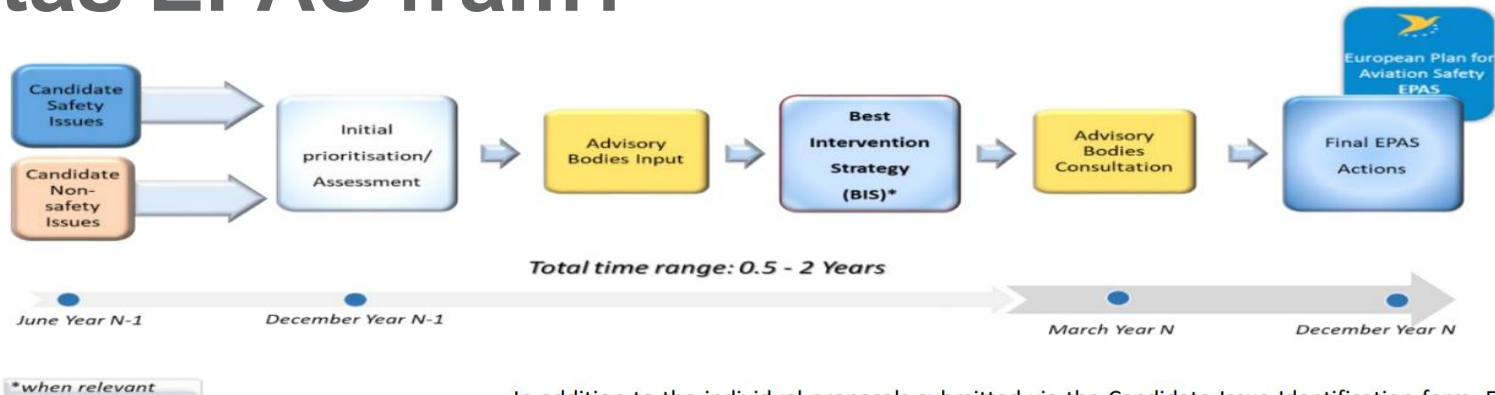


## European Plan for Aviation Safety

EPAS constitutes the regional aviation safety plan for EASA Member States, setting out the strategic priorities, strategic enablers and main risks affecting the European aviation system and the necessary actions to mitigate those risks and to further improve aviation safety. EPAS is a 5-year plan that is constantly being reviewed and improved, and updated on a yearly basis. The plan is an integral part of EASA's work programme and is developed by EASA in close consultation with the EASA Member States and industry.

The main objective of EPAS is to further improve aviation safety and environmental protection throughout Europe, while ensuring a level playing field, as well as efficiency/proportionality in regulatory processes. EPAS' aspirational safety goal is to achieve constant safety improvement within a growing aviation industry.

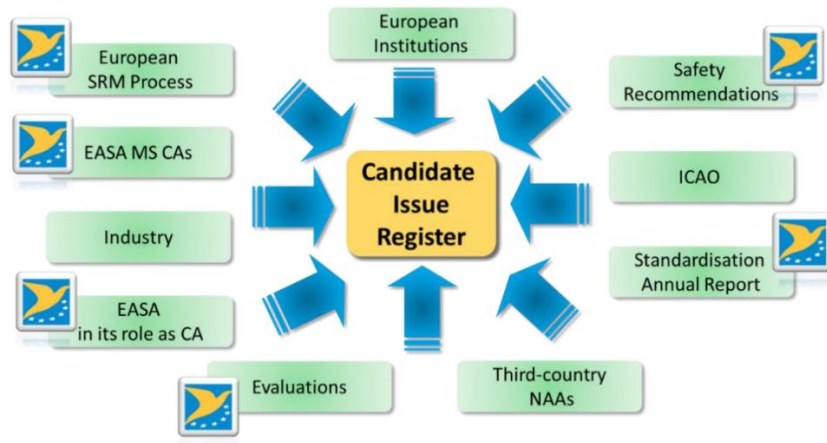
# Hur tas EPAS fram?



In addition to the individual proposals submitted via the Candidate Issue Identification form, EASA collects proposals from various other sources (see Figure 2). For each proposal, core data is recorded in the CIR.

Detta är en väldigt grov översikt, skisserna finns mer förklarade i dokumentet de är hämtade från:

[Klicka här för att hämta](#)



# EPAS består av tre volymer:

- Volume I: Introduction & Strategy
- Volume II: Actions
- Volume III: Safety Risk Portfolios

The EPAS comprises three distinct volumes with sequential page and chapter numbering:

- **Volume I** provides the executive summary as well as an introduction including information on the operational context and describes the strategic priorities. It consists of **Chapters 1 to 4**.
- **Volume II** contains the detailed list of EPAS actions. It consists of **Chapters 5 to 16** and a number of Appendices.
- **Volume III** provides the overview of the main safety risks affecting the European aviation system in the form of key risk areas (KRAs) and domain Safety Risk Portfolios. It consists of **Chapters 17 to 24**.

The three volumes are complemented by a number of supporting documents providing further details or assisting the reader, available on the EASA website<sup>27</sup> (refer to Section 2.4).

# 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 8 handlar om allmänflygverksamhet.

Saxat från volume II section 8 – General aviation:

Addressing safety risks in GA in a proportionate and effective manner is a strategic priority. Between 2010 and 2019, accidents in Europe involving recreational aeroplanes, i.e. non-commercially operated small aeroplanes with MTOMs below 5 700 kg, led to between 91 and 132 fatalities per year, with an average of 106.8 fatalities per year for the preceding decade. These figures exclude fatal accidents involving micro light airplanes, gliders and balloons. As such, this sector of aviation has the highest average number of fatalities per year.

In 2020, there were 58 fatal accidents causing 97 fatalities involving recreational aeroplanes. 2020 shows a 7% reduction of fatal accidents compared to the 10-year average. The reduction in non-fatal accidents is 2% compared to the 10-year average. The number of serious incidents, however, was more than double in 2020 in comparison with the 10-year average. There were 9% fewer serious injuries than during the preceding decade.

# KRA – Key Risk Areas

EASA har i detta dokument valt att dela upp allmänflygsektorn i tre olika segment:

Non-commercially operated small aeroplanes, sailplanes och balloons.

I detta forum fokuserar vi på de första två. Ballongoperatörer har ett eget forum i dagsläget.

EASA har i varje segment plockat fram de tre riskområdena de anser behöver prioriteras mest.

Based on the data supporting the data portfolio and Safety Risk Portfolio for non-commercially operated small aeroplanes (MTOMs below 5 700 kg), the following top three KRAs can be highlighted (refer to ASR 2021 Table 13):

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## Non-commercially operated small aeroplanes

KRA 1	KRA 2	KRA 3
Aircraft upset	Terrain collision	Obstacle collision in flight

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## Sailplanes

KRA 1	KRA 2	KRA 3
Aircraft upset	Terrain collision	Obstacle collision in flight

EASA har identifierat samma topprisker för segelflygverksamhet som motordriven verksamhet

# Non-commercially operated small aeroplanes

The safety issue system reliability is the highest in terms of both number of occurrences and risk. A part of those occurrences contain engine failures and engine performance problems that force the aircraft to land.

In general, engine failure by itself is not an issue that should cause a fatal outcome as the glide ratio of general aviation aircraft is generally good and should enable pilots to find a suitable landing area, given their pre-flight preparation and sufficient altitude at the time of the failure. This issue has strong links to another safety issue called 'handling of technical failures'. The latter issue focuses on the pilot's actions after the engine failure. Many of the accidents under this issue are fatal accidents, therefore high-risk score has been attributed. The safety issues of perception and situational awareness, decision-making and planning, and flight planning and preparation all relate to the handling of technical failures safety issue, which highlights that it is the pilot's actions that are either precursors or resulting actions in their attempt to recover the situation. These three HF/HP issues highlight the importance of planning each flight carefully and of anticipating various scenarios in the planning. Such scenario planning will enable the pilot to react correctly to the safety-critical situation and perhaps avoid a serious outcome — specifically loss of control situations.

The KRA showing the highest risk is aircraft upset. While runway excursions are common, there is a low risk of fatal or serious injuries associated with them.

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

# Sailplanes

The area showing the highest risk is aircraft upset involving stalls, spins and other type of loss of control. Other areas of concern are terrain collisions where the aircraft is colliding with hills, mountains or other terrain, and obstacle collision in flight where the aircraft is hitting obstacles during take-off, approach and landing. The excursion risk area does not provide a high-risk score, even though it is high in numbers and results in substantial costs due to damage both during landings on the airfield and off-field landings. The airborne collision risk ranks lower, it predominantly exists around airfields and when several sailplanes are searching for lift in the same area.

The associated priority 1 safety issues are:

- approach path management;
- Airborne conflict;
- incomplete winch launches;
- system reliability; and
- in-flight decision-making and planning;



# Vad gör Transportstyrelsen?

För att underlätta respektive medlemslands arbete med åtgärder för att förbättra säkerheten runt dessa riskområden har EASA skapat uppgifter för medlemsländerna att arbeta med samt angett hur det skall utföras.

Dessa kallas MST – Member State Task.

I EPAS 2022-2026 Volume II finns tre MST definierade för segmentet allmänflyg (section 8 - General aviation)

Även våra delegerade verksamheter hjälper till att utföra dessa uppgifter.

# MST.0025

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

Member States should improve the dissemination of safety promotion and training material by their competent authorities, associations, flying clubs, insurance companies targeting flight instructors and/or pilots through means such as safety workshops and safety days/evenings.

This should consider EASA safety promotion deliverables and content.

**Status** Ongoing

**SIs/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	2021/2022




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.

Fotnot:

Definitioner från Oxford Languages [Läs mer](#)

 **dissemination**

/diːˈsɛmɪˈneɪʃn/

noun

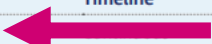
the action or fact of spreading something, especially information, widely.  
"the dissemination of public information"

# MST.0027

## MST.0027 Promotion of safety culture in GA

Member State NCAs should include provisions to facilitate and promote safety culture (including just culture) in GA as part of their State safety management activities 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.

Status	Ongoing
SIs/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 SSP/SPAS	

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).

Länk: [Regulation \(EU\) no 367/2014](https://eur-lex.europa.eu/eli/reg/2014/367/oj)

Fotnot:

[SSP – State Safety Programme](#)

[SPAS – State Plan for Aviation Safety](#)

Olika benämningar för samma sak -  
Vår nationella plan för flygsäkerheten  
i Sverige.

# MST.0038

## MST.0038    Airspace complexity and traffic congestion

Member States should consider 'airspace complexity' and 'traffic congestion' as safety-relevant factors in airspace changes affecting uncontrolled traffic, including the changes along international borders.

<b>Status</b>	Ongoing
	SI-2025 Airspace infringement
<b>SIs/SRs</b>	SI-4009 Deconfliction between IFR and VFR traffic
	SI-4010 Airborne separation
<b>Reference(s)</b>	European Action Plan for Airspace Infringement Risk Reduction (EAPAIRR)
	BIS 'Airborne collision risk'
<b>Dependencies</b>	SPT.0120 Promoting good practices in airspace design
<b>Affected stakeholders</b>	Pilots, Aircraft operators - All, NCAs, ANSPs
<b>Owner</b>	Member States
<b>EXPECTED OUTPUT</b>	
<b>Deliverable(s)</b>	<b>Timeline</b>
Best practices	2023

Den tredje och sista uppgiften som rör allmänflyget i EPAS 2022-2026 handlar om att vi som myndighet även skall ta hänsyn till luftrum, deras komplexitet och mängden trafik som en påverkande faktor för flygsäkerheten.

Detta genomförs exempelvis genom möten med luftrumsbrukare, flygledare och "luftrumsskapare".

# Flygsäkerhetsprogrammet (H50P/KSAK)

## - motordriven flygverksamhet

Utöver det EASA vill lyfta fram med sina MST och KRA har de även specificerat en lista med vad de anser är de största riskerna för motordriven allmänflygverksamhet.

Listan finns även på tidigare bild.

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](#)

# Segelflygförbundets utbildningsprogram

EASA har även specificerat en lista med de största riskerna inom segelflygverksamhet. Listan finns även på tidigare bild.

The associated priority 1 safety issues are:

- approach path management;
- Airborne conflict;
- incomplete winch launches;
- system reliability; and
- in-flight decision-making and planning;

Segelflygförbundet är en delegerad verksamhet och tar själva fram säkerhets- och utbildningsmaterial för sina medlemmar och elever. Materialet delas ut av förbundet vid bland annat interna seminarium och utbildningar med sina medlemmar.

Segelflygförbundet har sedan många år tillbaka egna flygsäkerhetsprogram, det senaste heter "Flyg säkert" och är uppe i version 3.

Även en del av materialet i flygsäkerhetsprogrammet hos KSAK är relevant för segelflygverksamhet.