

# EASA safety data strategy

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**Your safety is our mission.**



# Vision: Addressing safety proactively & systematically based on safety data & enhanced analysis capabilities

- Advanced Safety Risk Management
  - Building a European data-driven safety risk management system
- Networking and collaboration
  - Leveraging stakeholder knowledge through collaboration and sharing safety information
- ECCAIRS 2.0/Data4Safety
  - Making best use of the latest managerial and IT tools to handle several safety data sources & the complexity of the system



# Safety Risk Management in support of a performance-based environment



What is the  
Problem?

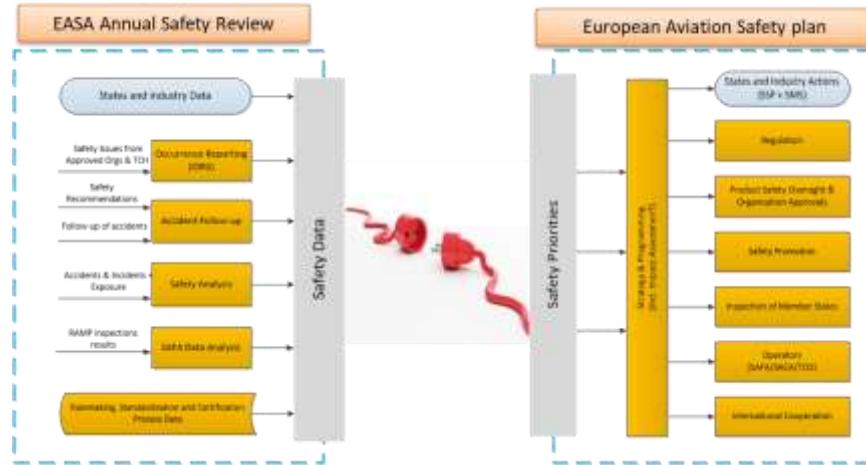


What do  
we do?



# Putting safety data at the core of Risk Management - Connecting safety intelligence to actions

- Safety actions and priorities to be evidence-based
- Expert knowledge and MS/stakeholder collaboration is fundamental in building safety intelligence
- Safety information (performance, plans and actions) is published to ensure transparency and effectiveness
  - A sign of a mature SMS
  - Confidentiality and appropriate use must apply



# European Safety Risk Management System and its communication

Annual Safety Review

Opinions  
Decisions  
Promotion Material  
R&D



- The SRM outputs address different stakeholders:
  - ✓ EPAS ↔ Agency/States
  - ✓ ASR ↔ States/industry/public
  - ✓ Implemented actions (regulations, R&D, promotion, oversight) ↔ States/industry

**The SRM cycle is supported by stakeholder groups and adds their expertise**

# EPAS: A multi-annual Safety Plan for the Union



Rulemaking

Safety Promotion

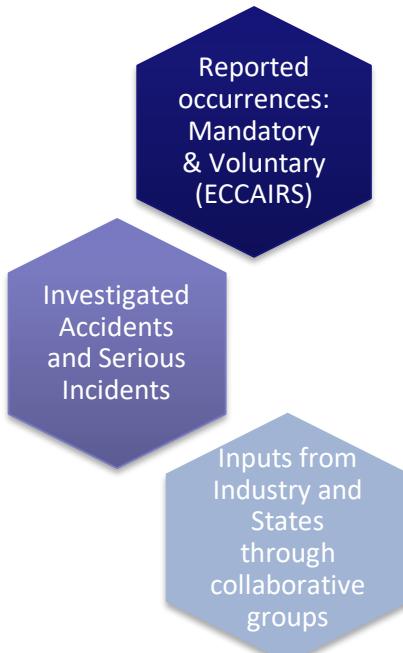
Focused Oversight

Research

# ASR: Risks areas, priorities, and safety performance in one place



## Information sources



## Content



# Safety Intelligence will benefit from modern IT tools



D4S programme takes advantage of the latest Big Data and Data Science technologies



D4S will enable data-driven decision making



ECCAIRS/ECR 2.0 developed fully in sync with D4S

## Sharing safety data

- Within organisations
- Between organisations
- With Authorities
- General Public



## Protecting safety data and safety information

# Thank you



[easa.europa.eu/connect](http://easa.europa.eu/connect)



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# Back-up slides

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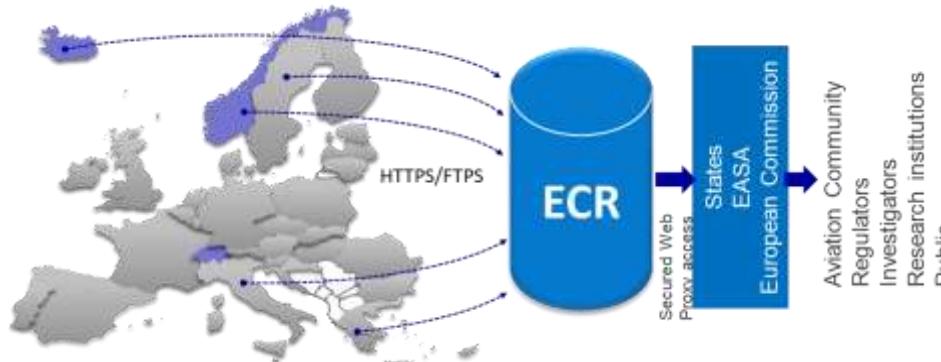


# Safety data: area of cooperation in EASA-EUROCONTROL joined WP

- Occurrence reporting and analysis
  - EU legal framework (Reg. 376/2014 & Reg. 2018/1139)
  - AST data supports the RP2 monitoring reports
  - ECTL supports the improvement of ECR data quality and completeness
  - ECTL participates CAGs (ATM, CAT, HF) & NoA to identify safety risks and perform the analysis in support of EPAS
- 2020 AST discontinues – transition plan needed
  - ECR the single centralised source of aviation safety occurrence related data

# Occurrence reporting as a key source of information on actual and potential safety issues

- EU reporting system is set up under Regulation 376/2014
- Reporting obligation on aviation professionals, organisations, States and EASA
- Storage of anonymised data in national databases and a **European Central Repository**, a database and ECCAIRS/ADREP compatibility format to facilitate data exchange
- Controlled access, strict dissemination policy: de-identified and/or aggregated information only



# The SRM cycle supported by stakeholder groups

- Collaborative groups
  - Sharing knowledge and expertise in assessing risks
  - Sharing safety data
  - Measuring performance
- Advisory Bodies
  - Member States & Stakeholders
  - Programming & implementing safety actions



# Publishing of safety data: EASA obligations

- To provide for States, Agency and EC to exercise their responsibilities with regard to protection of safety levels
  - Regulation 376/2014 Art 6, Regulation 2018/1139 (BR) Art 72 and its implementing rules
- To inform the public adequate information pertaining to the level of civil aviation safety (the right to know) and ensure public confidence in aviation transport
  - Regulation 2018/1139 (BR) Art 72 (7), Regulation 376/2014 Art 13 (11) & Art 6 and 7
- To other interested parties (e.g. investigators, research, media, etc.)
  - Regulation 376/2014 Art 11



# Data4Safety as a tool for integrating and analysing safety data the future SRM

