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- Status of the regional implementation of GASP

- The RASG-EUR working model and priorities

- RASG-EUR Annual Safety report and status of reaching the regional safety targets

- Possible Future Working Structure

- Actions needed from DGCA meeting

RASG-EUR Objectives

The objectives of the RASG-EUR are:

a) to support the implementation of the GASP and the associated GASR in the EUR Region by ensuring effective coordination and cooperation between all stakeholders and monitoring progress in the implementation of the GASP and GASR; and

a) as part of the GASP and GASR and building on the work already performed by States and regional organizations, to support the establishment and operation of performance-based safety systems within the Region.

Status of GASP implementation

- 3.05 accidents per million departures in 2015

- 1.97 – preliminary data for 2016, trending down

- 1 fatal accident in 2015

- 2 fatal accidents in 2016

- 3.72 - 5-year sliding average accident rate (2011-2015)

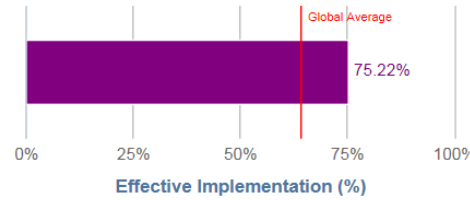- 2.95 - 5-year sliding average accident rate (2012-2016)

Accident Rate

Scheduled Commercial above 5700 kg
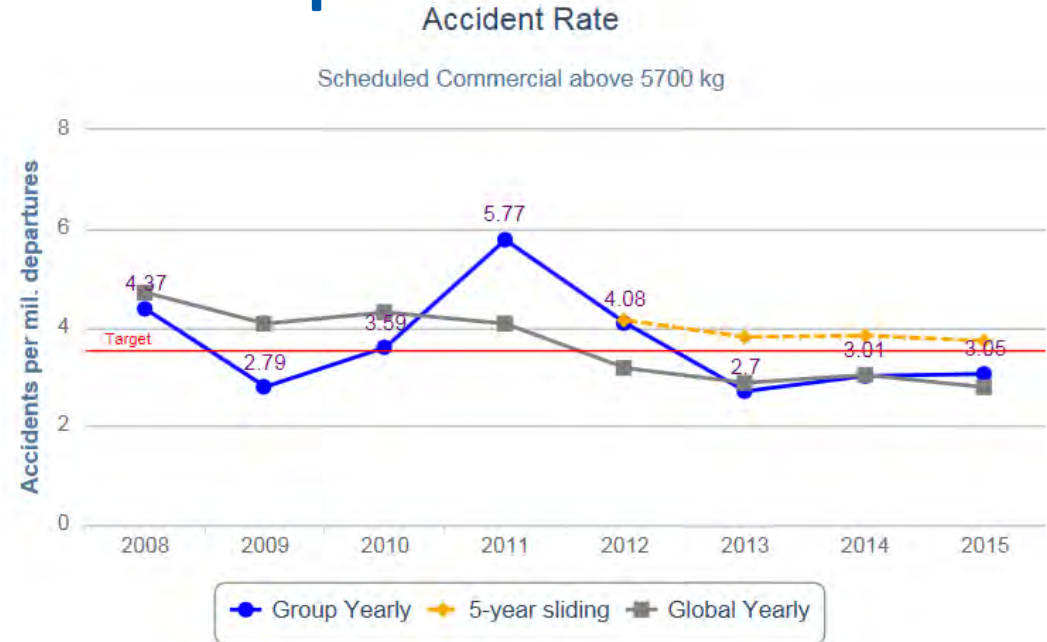
* As per iSTARS 3.0 data taken on 13.04.2017
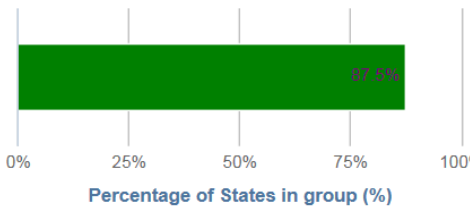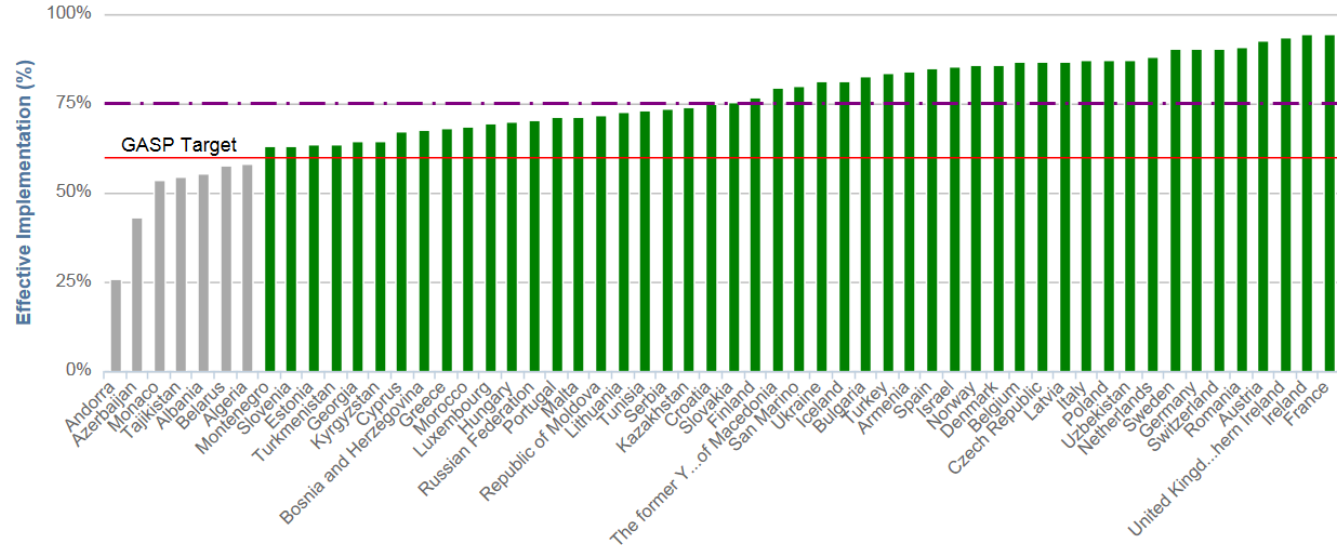
Status of GASP implementation

Overall EI

States above 60% EI

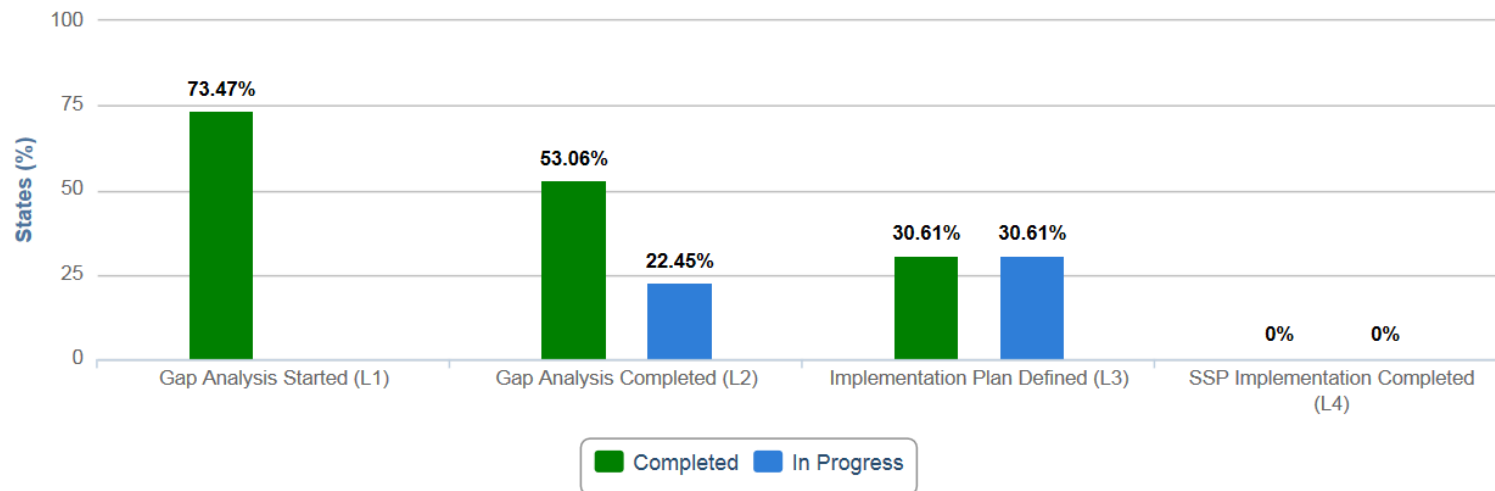USOAP Audit Results

1 SSC – Kyrgyzstan (OPS)

* As per iSTARS 3.0 data taken on 13.04.2017

Status of GASP implementation

SSP Implementation Progress

RASG-EUR, limited to States with EI>=60%

* As per iSTARS 3.0 data taken on 13.04.2017

The RASG-EUR working model

RASG-EUR

IE-REST

IE-PTG

IE-RSG

IE-FDG

IE-TSG
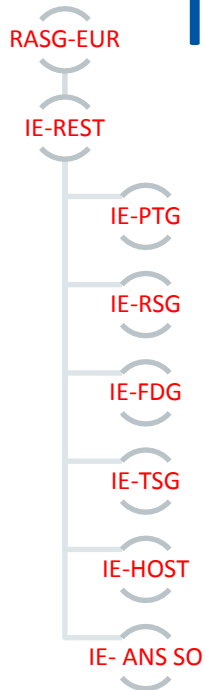
IE-HOST

IE- ANS SO

- IE-PTG (Pilot Training Group);
- IE-RSG (Runway Safety Group);
- IE-FDG (Flight Data Analysis and Air Operator Safety Management System Group);
- IE-TSG (Taxonomy and Safety Data Analysis Group)
- IE – HOST (Safety of Helicopter operations)
- IE - ANS SO (Air Navigation Services Safety Oversight).

The RASG-EUR working model

- SEIs related to pilot training

- SEIs related to runway safety

- SEIs related to Flight Data Analysis

- SEIs related to taxonomy and safety data analysis
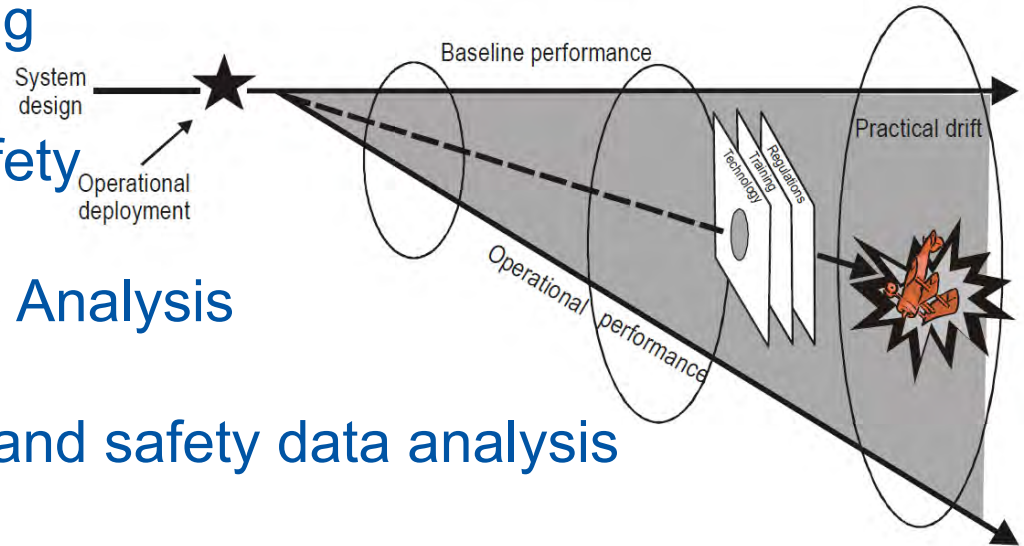
The RASG-EUR working model

- RASG-EUR Safety Advisory 01 on development of Standard Operating Procedures (SOPs)

- RASG-EUR Safety Advisory 02 on Flight Data Analysis Programmes (FDAPs)

- RASG-EUR Safety Advisory 03 on Regulatory Framework on Occurrence Reporting

- RASG-EUR Safety Advisories 04 and 05 on safety oversight in the area of Flight Data Analysis

Annual Safety report and regional safety targets

ICAO

SAFETY

European Regional
Aviation Safety Group
(IRASG-EUR)

2015 Safety Report
November 2016

	Value for reference period	Value for 2015
ST1 – Accident rate in commercial air transport	2009-2013 regional average: 3.84 accidents per million departures	2011-2015 average: 3.72 accidents per million departures
ST2 – CAA resources	52.97%	56.36%
ST3 – Certification, surveillance and resolution of safety concerns	CE-6: 81.52% CE-7: 67.23% CE-8: 70.39% Average EI: 73.05%	CE-6: 81.02% CE-7: 67.64% CE-8: 70.36% Average EI: 73.01%
ST4 – SSC resolution	2 States with total of 3 SSCs: · 1 with 2 SSCs, · 1 with 1 SSC	0 SSC resolved / 2 SSCs unresolved / 1 new SSC 2015 situation: 3 States with total of 3 SSCs (1 SSC each)
ST5 – SSP implementation	N/A	"Gap analysis started": by 68.09% of States above 60% EI
		"Gap analysis completed": by 44.68% of States above 60% EI
		"Implementation plan defined": by 25.53% of States above 60% EI
		"SSP implementation completed": by 00% of States above 60% EI
ST6 – Accident / serious incident investigations	No validated data available for 2013	There were 25 accidents reported to ICAO in 2015 with State of occurrence in EUR/NAT region. 16 accidents were found to have investigation launched. For the residual 9 no information was found if the investigation is launched, i.e. current rate is 64%

RASG-EUR safety targets

	Metric	Target
ST1	Moving five-year regional average accident rate (*for aircraft of a maximum certificated mass of over 2250 5700 kg in scheduled operations*) Moving five-year regional average for absolute number of accidents (*for aircraft of a maximum certificated mass of over 27000 kg in scheduled operations*)	Reduce by end 2017 compared with the average regional accident rate for the 2009-2013 period
	…	
ST4	~~Percentage of resolved SSCs in the Region / number of new SSCs~~ 1. Number of unresolved SSC in the Regions 2. Number of new SSCs not resolved within 2 years from publications in ICAO Electronic Bulletin	1. 0 2. 0
	…	
ST6 – Accident / serious incident investigations	Yearly regional rate of accidents ~~and serious incidents~~, as reported to ICAO, in commercial air transport for which an investigation has been launched by the State of occurrence according, or delegated by that State to another State or to a Regional Accident Investigation Organisation	Improve by end 2017 compared with the regional rate for 2013

RASG-EUR safety targets

	Target by end of 2017	Figure for 2016
ST1 – Accident rate in commercial air transport	**Reduce** compared with the average regional accident rate for the 2009-2013 period: **3.84** accidents per million departures	Preliminary data 2012-2016: **2.95** accidents per million departures
ST2 – CAA resources	**Increase** compared with the average regional EI level for these PQs for 2013: **52.97%**	**55.51%**
ST3 – Certification, surveillance and resolution of safety concerns	**Increase** compared with the average regional EI level for these PQs for 2013 CE-6: 81.52% CE-7: 67.23% CE-8: 70.39% Average EI: **73.05%**	CE-6: 81.33% CE-7: 67.99% CE-8: 70.18% Average EI: **73.17%**

RASG-EUR safety targets

	Target by end of 2017	Figure for 2016
ST4 – SSC resolution	1. Number of unresolved SSC in the Regions - **0** 2. Number of new SSCs not resolved within 2 years from publications in ICAO Electronic Bulletin - **0**	1. **1** SSC (OPS, Kyrgyzstan) 2. **0**
ST5 – SSP implementation		"Gap analysis started": 72.92% of States above 60% EI
		"Gap analysis completed": 47.92% of States above 60% EI
		"Implementation plan defined": 27.08% of States above 60% EI
	All States to have implemented SSPs	"SSP implementation completed": **0%** of States above 60% EI
ST6 – Accident investigations	**Improve** compared with the regional rate for 2013: **90.84%** (19 out of 21)	**Not enough validated data** is available for 2016.

Possible Future Working Structure

- Level 0 - DGCA level.

- Level 1 - Aviation System Planning Group level (EANPG and RASG-EUR).

- Level 2 - Co-ordinating Group and RASG Co-ordinating Group (COG and R-COG) level.

- Level 3 - Subject matter team level (eg, IE-REST or FMG or METG).

  2017 - combined EANPG and RASG-EUR meeting modelling possible future European Aviation System Planning Group (EASPG) arrangements.

Actions needed from DGCAs

- Recognize the work of RASG-EUR as the sole mechanism to coordinate regional safety enhancement activities and share safety information in EUR and NAT regions;

- Confirm the priority safety areas identified by RASG-EUR;

- Commit to devote special attention and assign resources to participate in the work of RASG-EUR and its contributory bodies;

- Commit to support implementation of RASG-EUR SEIs at national levels;

- Commit to provide resources, share of best practices to support other States in the region in implementation of GASP and RASG-EUR priorities and objectives.