JAA Safety Strategy Initiative

“Towards a Global Vision on Aviation Safety & Security”
Workshop, Mykonos, Greece, 3 October 2005

André Auer
Chief Executive JAA
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• WHAT’S JAA?
• JSSI FRAMEWORK
• JSSI RESULTS
• GLOBAL AVIATION SAFETY PROGRAMS
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• CONCLUSION

➢ ANNEX: List of Acronyms
WHAT’S JAA?

- GENERAL
- ORGANISATION
- OBJECTIVE
- SAFETY STRATEGY
GENERAL

• Associated body of ECAC
• 1990 Cyprus Arrangements
• 39 Member States
• Central JAA Office
  – Located in Hoofddorp, The Netherlands
  – 37 persons
  – Budget 4,2 Million Euros
OBJECTIVE

The **Joint Aviation Authorities** aim at **continuous improvement** of their effective safety system leading to further **reduction of the annual number of accidents and fatalities** irrespective of the growth of air traffic.
SAFETY STRATEGY

• Forecast 90’s: **significant changes in aviation system** (traffic growth + new technologies/operations)

• **Ensure meeting the JAA overall objective** by taking necessary safety precautions timely in advance:
  – 1996 member states felt need to develop a safety strategy in Europe
  – 1997 JSSI concept proposed
  – 1998 JAA Board approved, JSSI launched
JSSI FRAMEWORK

- ORGANISATION
- APPROVAL PROCESS
- VISION
- MISSION
- GOAL
- STEERING GROUP
- FOCUS AREAS
APPROVAL PROCESS

Implementation Action Plans through member states’ NAA

JAA Committee

Regulations
Licensing
Operations

JAA Sectorial Teams

JSSI Steering Group

JSSI working groups
VISION

HAVE a consistent level of safety in the European aviation system that is among the highest in the world.
MISSION

TEAM UP with industry and jointly DEVELOP a data-driven strategy,

TRANSLATE it into a work programme for the development and implementation of safety recommendations

and EXECUTE it
GOAL

*REDUCE* the annual number of accidents and fatalities in each JAA member state and its operators irrespective of the growth in air traffic
STEERING GROUP

TERMS OF REFERENCE

• Objective = JSSI Goal
• Scope
  Large Transport Aeroplanes (MTOW>5700kg)
  being operated in Commercial Air Transportation
  system of JAA member states.
• Focused safety agenda with deliverables
• Partnership/cooperation/communication/implemention
• Structured approach, complementary to FAA
  – Forensic CAST leading
  – Prognostic JSSI leading
FOCUS AREAS

FORENSIC APPROACH – CAST leading
• Controlled Flight Into Terrain*)
• Approach and Landing*)
• Loss of Control*)
• Design related
• Weather*)
• Occupant Safety and Survivability
• Runway Safety
• Occurrence Data Analysis
• Turbulence*)

*) common with CAST

PROGNOSTIC APPROACH – JSSI StG leading
• Flight Deck Automation
• New Concepts for Airspace Management
JSSI RESULTS
Recommendations with or without Action Plans for implementation

• ACTION PLAN TEAM
• OCCURRENCE DATA ANALYSIS GROUP
• FUTURE AVIATION SAFETY TEAM
• WEATHER SUB-TEAM of CAST
• RUNWAY SAFETY WORKING GROUP
• DESIGN RELATED WORKING GROUP *)
• OCCUPANT SAFETY & SURVIVABILITY WG *)

*) disbanded, job done
ACTION PLAN TEAM

• CFIT/ALA/LoC Action Plans
  17 endorsed by JAAC
  1 up for re-planning
  3 in OST undergoing RIA
  2 on hold awaiting further input

• Turbulence
  CAST output being reviewed

➢ All Action Plans are based on those from CAST adapted to European needs/context
OCCURRENCE DATA ANALYSIS WG

ECCAIRS user functional specifications

• Report #1 delivered to ECCAIRS Steering Committee, accepted Mar04, need for further development identified, WG re-commissioned
• Report #2, work planned/in progress/on schedule, submittal to JSSI StG Jan06, to ECCAIRS StC Mar06
FUTURE AVIATION SAFETY TEAM

1999-2004
• Methodology established, 157 Areas of Change (AoC) affecting the Aviation System identified
• Top 20 AoC selected, further focus on top 2:
  1. Reliance on Flight Deck Automation (FDA)
  2. New Concepts for Airspace Management
• FDA analysis, validation of FAST; Report delivered to StG Jan03, reviewed/amended, accepted Jan04 for development of top no. 2

2004-2006
Standard Presentation & FAST Process Handbook being developed; on schedule; completion Jun06
WEATHER: joining CAST sub-team
Report delivered end 2005

RUNWAY SAFETY
- Task Force JAA/EUROCONTROL/ICAO/GASR
  2001-2002: developed Database, did Safety Analysis, de-commissioned
- Steering Committee + Working Group chaired by EUROCONTROL since Sep02; delivered in 2003:
  European AP for Prevention of Runway Incursions

DESIGN RELATED WORKING GROUP

OCCUPANT SAFETY & SURVIVABILITY WG
Report delivered in 2002
Global Aviation Safety Programs

ICAO  IFALPA  IATA  FSF
FUTURE OF JAA

• INTRODUCTION
• JAA MEMBERSHIP
• EASA
• DECISIONS
INTRODUCTION

EASA

European Aviation Safety Agency

Cologne/Germany

27 Member States

Joint Aviation Authorities

Hoofddorp/Netherlands

39 Member States
**JAA MEMBERSHIP**

- **Azerbaijan**
- **Georgia**
- **Armenia** *
- **Croatia**
- **Serbia & Montenegro** *
- **Cyprus**
- **Finland**
- **Greece**
- **Italy**
- **Netherlands**
- **Slovenia**
- **United Kingdom**
- **Bosnia & Herzegovina**
- **FYROM** *
- **Moldova** *
- **Turkey**
- **Monaco**
- **Bulgaria** **
- **Iceland**
- **Romania** **
- **Switzerland** **
- **Belgium**
- **Denmark**
- **Germany**
- **Ireland**
- **Malta**
- **Slovak Republic**
- **Sweden**
- **Cyprus**
- **Finland**
- **Greece**
- **Italy**
- **Netherlands**
- **Slovenia**
- **United Kingdom**

* = JAA Candidate Member;  
** = Bulgaria, Romania and Switzerland have EASA observer status;  
*** = including EASA as JAA member;
EASA

2000
European Commission tasked to develop legal framework for European aviation safety agency

2002
Adoption & publication of EC Regulation 1592/2002

2003
EASA takes over responsibility for Certification and Maintenance
DECISIONS

✓ EASA takes over responsibility for Operations, Licensing and SAFA
✓ Central JAA closes
✓ Action completed January 1, 2007
✓ JAA continues as JAA-T (Transition) consisting of
  • Liaison Office, Cologne/Germany
  • Training Office, The Netherlands
✓ JAA Liaison Office closes end of 2010
✓ Financing through contributions of Member States
CONCLUSIONS (1)

• SSI for Europe is of paramount importance
• JSSI progressed well since its start 1998
• Structural changes in Europe (FUJA) leading to new European Safety Strategy Initiative (ESSI) to be established
CONCLUSIONS (2)

• Key elements for ESSI:
  – Make best use of JSSI experience
  – Regulator leading the way
  – Include all key players in commercial aviation
  – True partnership
  – Close links with similar initiatives outside Europe
  – Continue prognostic approach
  – Truly pan-European

• Way forward in Europe: EASA leading ESSI
• Central JAA fully supports transition
JSSI

THANK YOU FOR YOUR ATTENTION
JSSI

ANNEX

ACRONYMS
<table>
<thead>
<tr>
<th>Acronym</th>
<th>Description</th>
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</thead>
<tbody>
<tr>
<td>AFRASCO</td>
<td>African Airlines Safety Council</td>
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<tr>
<td>ALA(R)</td>
<td>Approach and Landing (Reduction)</td>
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<tr>
<td>AoC</td>
<td>Area of Change (in the Aviation System)</td>
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<tr>
<td>APT</td>
<td>Action Plan Team</td>
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<td>ASECNA</td>
<td>Agence pour la Sécurité de la Navigation Aérienne en Afrique et Madagascar</td>
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<tr>
<td>CAST</td>
<td>Commercial Aviation Safety Team</td>
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<td>CFIT</td>
<td>Controlled Flight Into Terrain</td>
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<td>EAPPRI</td>
<td>European Action Plan for the Prevention of Runway Incursions</td>
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<tr>
<td>EASA</td>
<td>European Aviation Safety Agency</td>
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<td>ECAC</td>
<td>European Civil Aviation Conference</td>
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<td>ECCAIRS</td>
<td>European Coordination Centre for Aviation Incident Reporting System</td>
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<td>FAST</td>
<td>Future Aviation Safety Team</td>
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<td>FDA</td>
<td>Flight Deck Automation</td>
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<td>GASR</td>
<td>Group of Airport Safety Regulators</td>
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<td>JAA</td>
<td>Joint Aviation Authorities</td>
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<tr>
<td>Acronym</td>
<td>Description</td>
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<tr>
<td>JAAB</td>
<td>JAA Board</td>
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<td>JAAC</td>
<td>JAA Committee</td>
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<td>JSSI</td>
<td>JAA Safety Strategy Initiative</td>
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<td>LoC</td>
<td>Loss of Control</td>
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<td>NARAST</td>
<td>North Asia Regional Aviation Safety Team</td>
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<td>NPA</td>
<td>Notice of Proposed Amendment</td>
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<td>ODAS</td>
<td>Occurrence Data Reporting Specification</td>
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<tr>
<td>OSS</td>
<td>Occupant Safety &amp; Survivability</td>
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<td>OST</td>
<td>Operations Sectorial Team (JAA)</td>
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<td>PAAST</td>
<td>Pan American Aviation Safety Team (Central &amp; South America)</td>
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<td>RIA</td>
<td>Regulatory Impact Assessment</td>
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<td>SAFA</td>
<td>Safety Assessment of Foreign Aircraft</td>
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<tr>
<td>SARAST</td>
<td>South Asia Regional Aviation Safety Team</td>
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<tr>
<td>SEARAST</td>
<td>South-East Asia Regional Aviation Safety Team</td>
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<tr>
<td>ToR</td>
<td>Terms of Reference (= Charter)</td>
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