

JAA Safety Strategy Initiative

**“Towards a Global Vision on Aviation Safety & Security”
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WHAT'S JAA?

- **GENERAL**
- **ORGANISATION**
- **OBJECTIVE**
- **SAFETY STRATEGY**

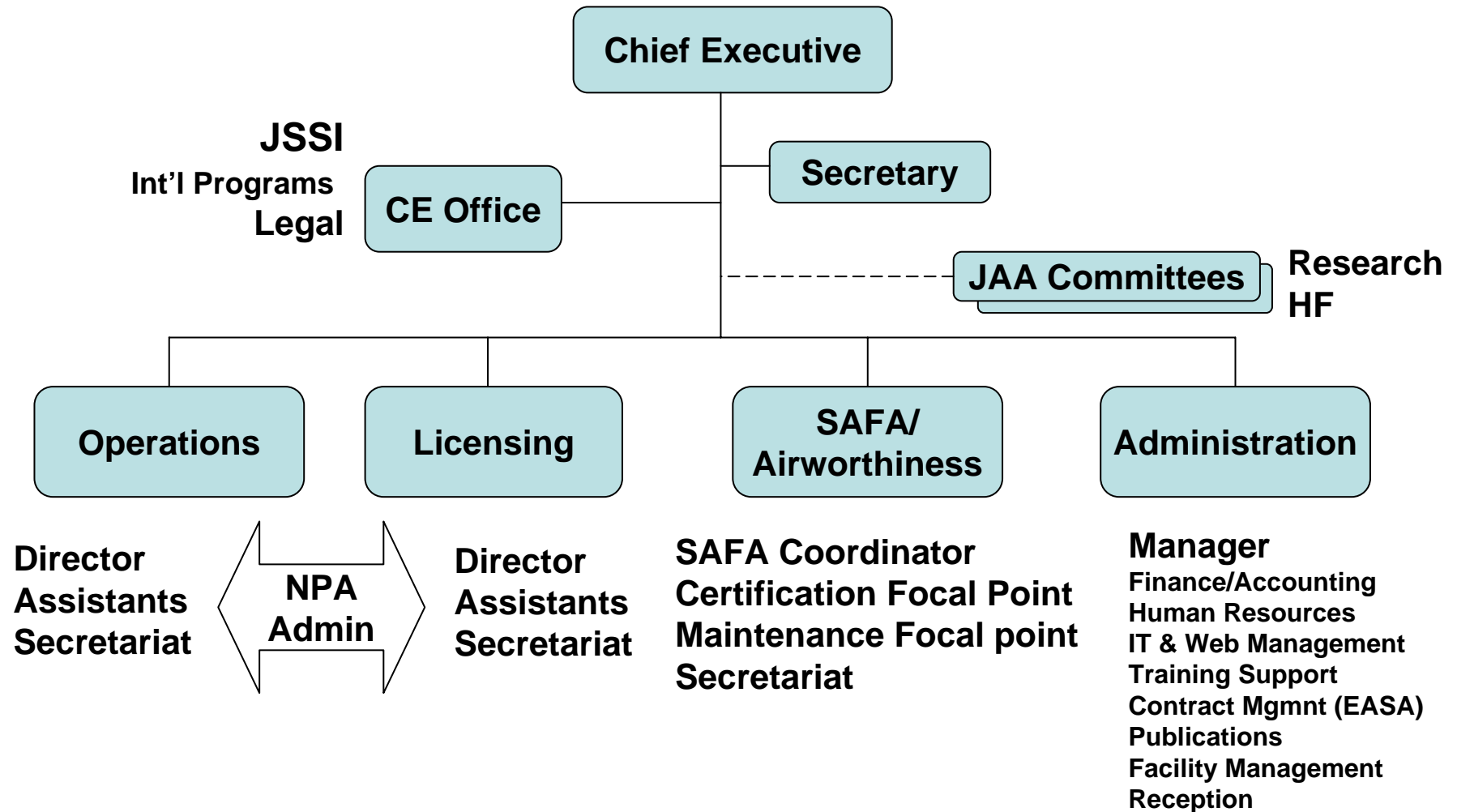
GENERAL

- **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**



ORGANISATION

Central JAA Office





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

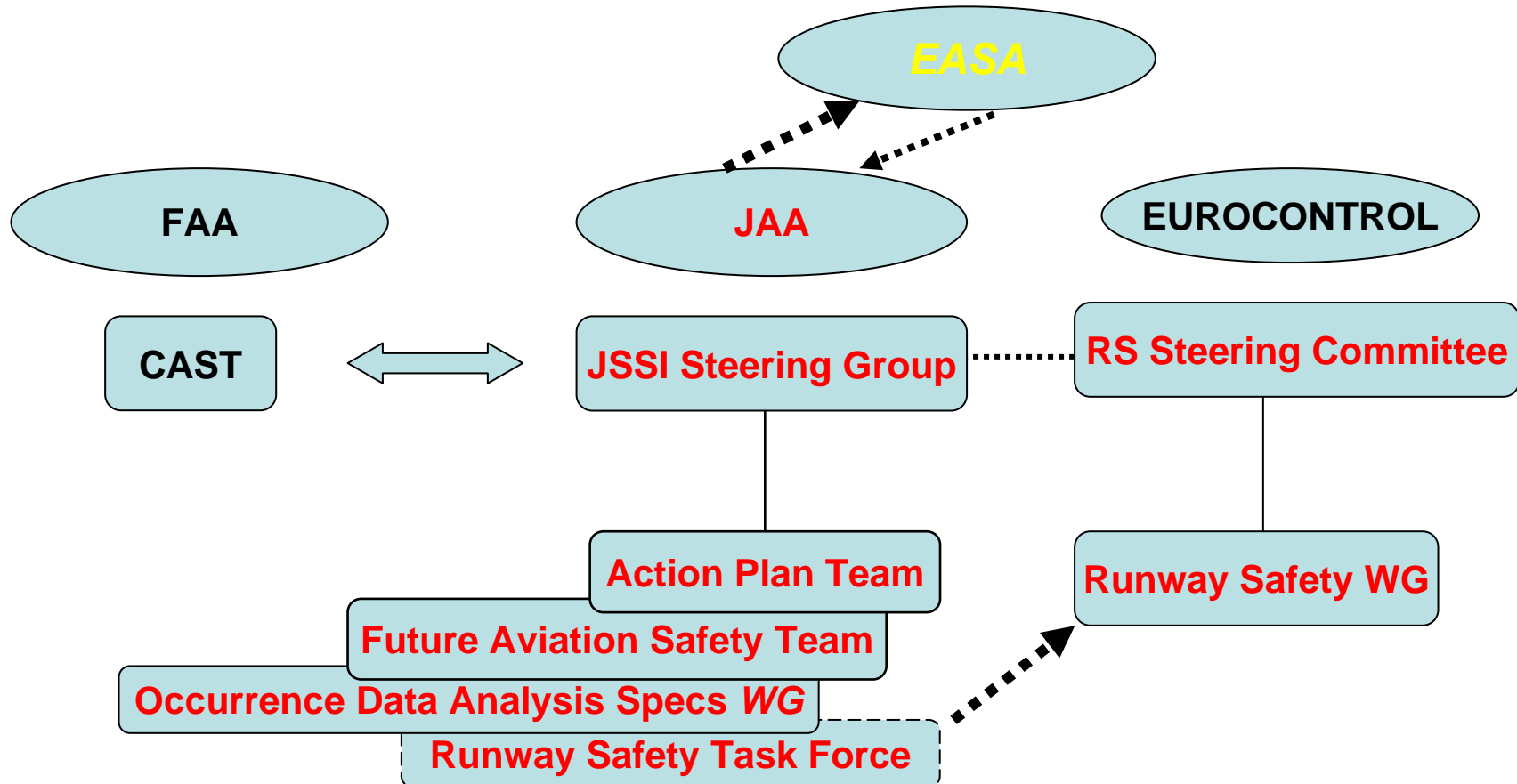
- Forecast 90's: **significant changes in aviation system** (traffic growth + new technologies/operations)
- **Ensure meeting the JAA overall objective** by taking necessary safety precautions timely in advance:
 - 1996 member states felt need to develop a safety strategy in Europe
 - 1997 JSSI concept proposed
 - 1998 JAA Board approved, JSSI launched

JSSI FRAMEWORK

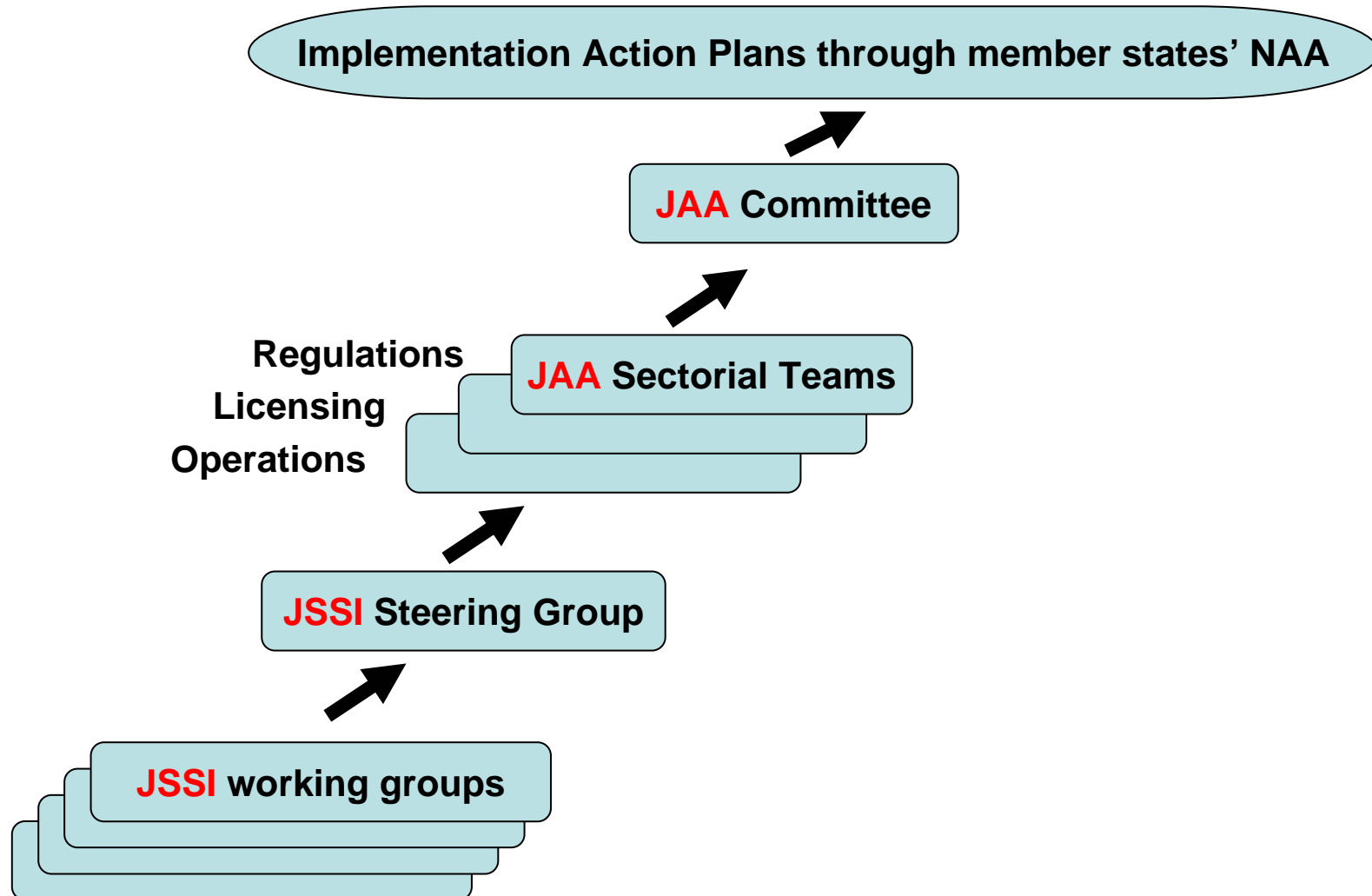
- **ORGANISATION**
- **APPROVAL PROCESS**
- **VISION**
- **MISSION**
- **GOAL**
- **STEERING GROUP**
- **FOCUS AREAS**



ORGANISATION



APPROVAL PROCESS





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/implementation
- 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

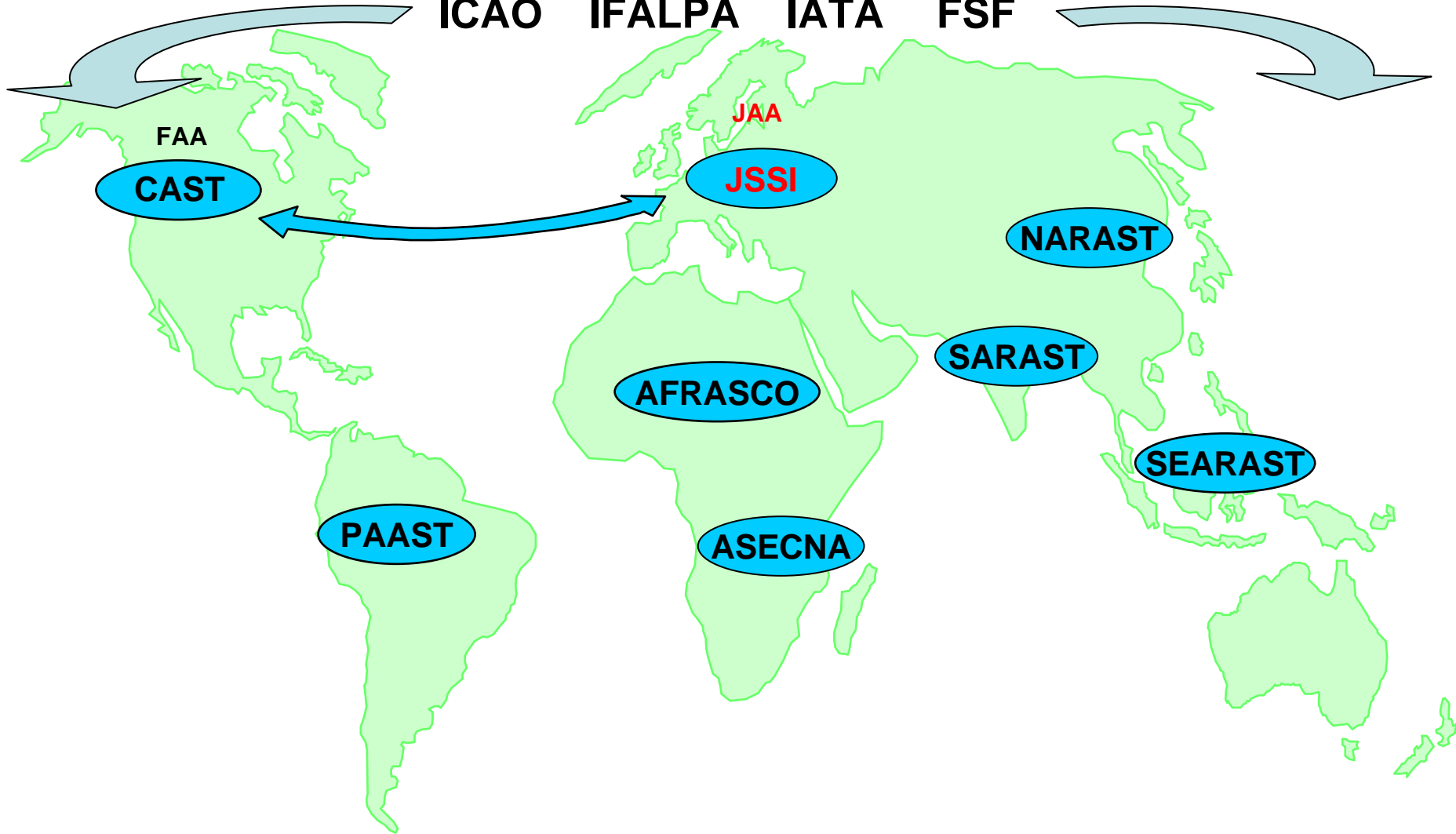
Report delivered in 2002, follow-up: ODAS WG in 2003, EASA since 2004

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

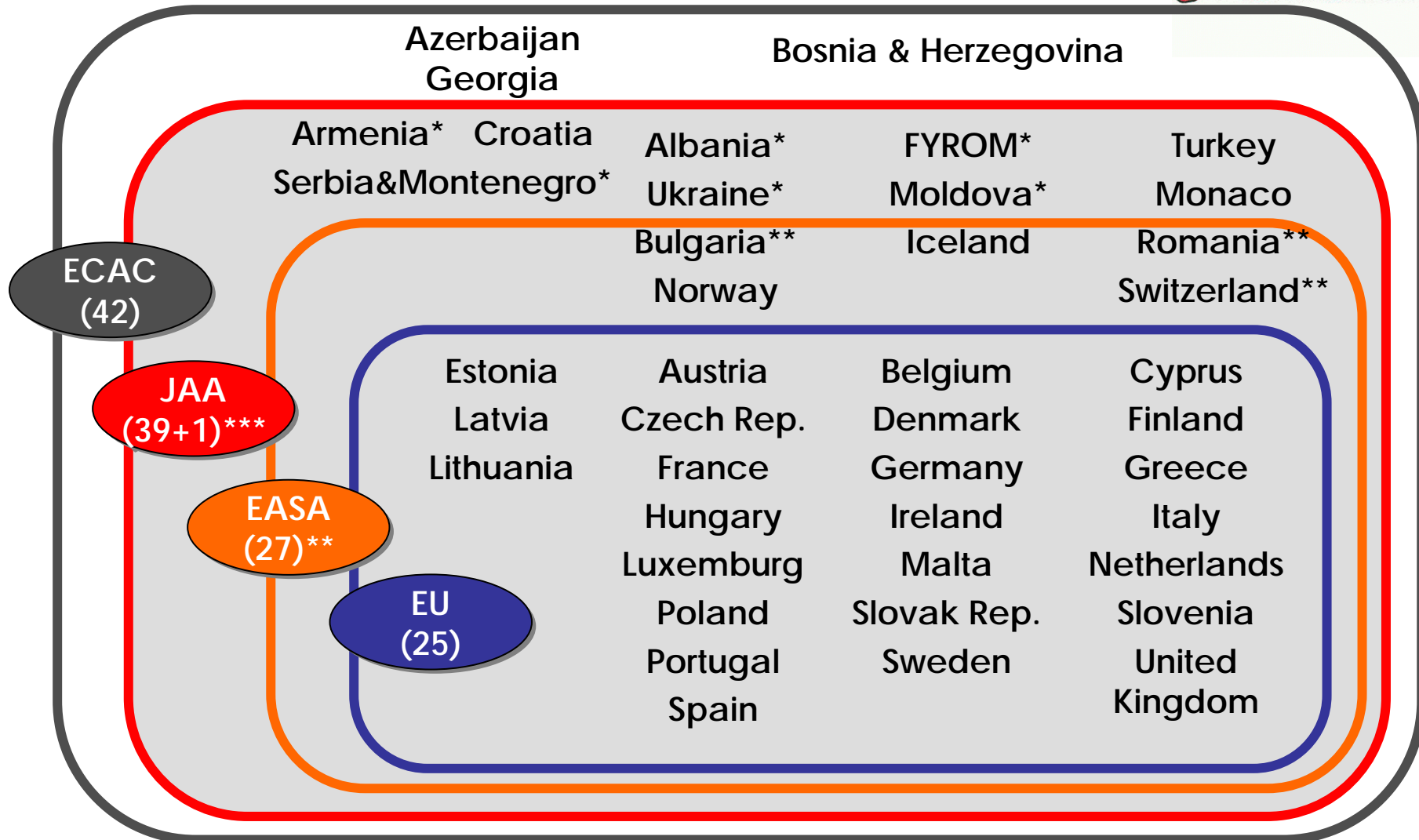


Joint Aviation Authorities

Hoofddorp/Netherlands

39 Member States

JAA MEMBERSHIP



* = JAA Candidate Member;

***= including EASA as JAA member;

** Bulgaria, Romania and Switzerland have EASA observer status



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



JSSI

Acronyms

AFRASCO	African Airlines Safety Council
ALA(R)	Approach and Landing (Reduction)
AoC	Area of Change (in the Aviation System)
APT	Action Plan Team
ASECNA	Agence pour la Sécurité de la Navigation Aérienne en Afrique et Madagascar
CAST	Commercial Aviation Safety Team
CFIT	Controlled Flight Into Terrain
EAPPRI	European Action Plan for the Prevention of Runway Incursions
EASA	European Aviation Safety Agency
ECAC	European Civil Aviation Conference
ECCAIRS	European Coordination Centre for Aviation Incident Reporting System
FAST	Future Aviation Safety Team
FDA	Flight Deck Automation
GASR	Group of Airport Safety Regulators
JAA	Joint Aviation Authorities

JSSI

Acronyms

JAAB	JAA Board
JAAC	JAA Committee
JSSI	JAA Safety Strategy Initiative
LoC	Loss of Control
NARAST	North Asia Regional Aviation Safety Team
NPA	Notice of Proposed Amendment
ODAS	Occurrence Data Reporting Specification
OSS	Occupant Safety & Survivability
OST	Operations Sectorial Team (JAA)
PAAST	Pan American Aviation Safety Team (Central & South America)
RIA	Regulatory Impact Assessment
SAFA	Safety Assessment of Foreign Aircraft
SARAST	South Asia Regional Aviation Safety Team
SEARAST	South-East Asia Regional Aviation Safety Team
ToR	Terms of Reference (= Charter)