

SAFE360° 2024 - Conclusions

27 September 2024

SAFE360 was conceived in 2019 as a safety intelligence forum for safety managers in the different domains of commercial aeroplane operations to come together to discuss safety risks and common solutions. It serves to support the European Safety Risk Management (SRM) process.

The event is in-person only and has strict protocols so that attendees can have open and honest discussions about safety. For this reason, no videos are taken at SAFE360 and presentations are only shared where they do not have any sensitive material.

This year's SAFE360 took place on 23/24 September 2024 in Cologne. Now at its 4th Edition for 2024, it has evolved to become a key event in the EASA calendar with a link also to the EASA Safety Week (normally a virtual event in Summer) and the more strategic discussions at the EASA Annual Safety Conference (this year 30/31 October in Budapest).

SAFE360 also feeds into the Conversation Aviation promotional activities and continuous discussion is encouraged on the Conversation Aviation LinkedIn Group. You can find out more about Conversation Aviation and access all the magazine on this page on the EASA Air Ops Community Site.

- **SAFE was attended by** 200 people from 40 countries, with 7 panels, 2 flash talks, 50 speakers and panellists from 5 authorities, 4 associations, 8 airlines, 3 airports, 3 maintenance organisations, 3 ANSPs and 2 manufacturers.
- **Safety Landscape: *It is important that we are never complacent***, as an industry, as organisations or at an individual level. While the aviation system is historically extremely safe - we live in a complex, challenging world facing many challenges. These include rapid technology change, workforce challenges, geopolitical instability and increasing environmental expectations. This means we need to focus on maintaining a positive safety culture, ensure effective learning from all the data sources we have access to and work together, collaboratively to manage our risks effectively. ***The focus should be on a safe aircraft, in a safe operation, in a safe aviation system.***

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- **Workforce Challenges:** *Changing demographics and societal evolution make it even more challenging to attract and retain competent personnel. Aviation stakeholders must work hard to retain the people they have while inspiring the next generation in new ways.* The panel discussed topics including work-life balance, financial conditions, training for emerging technologies, Generation Z motivations, job security, demographic challenges and the need to find new broaden the talent pool to find new sources of staff. **EASA is currently reframing EPAS Task SPT.0107 to address the future workforce challenges by promoting careers to the next generation, broadening the talent pool through effective DEI and then working on organisational culture so we create organisations that people actually want to work for.**
- **Integrated Risk Management:** We face more and more *non-aviation risks that have the potential to impact safety - Integrated Risk Management is vital.* Our challenge is to maintain the industry-wide discussions and collaboration needed to manage them effectively. **The EASA research project will provide useful guidance material to help industry with implementation but there are many silos to be broken down.** Although the intention is to embrace the concept of “Integrated” risk management, there is still a challenge of fragmented approaches in different domains across the EASA rules on management systems.
- **Management of Repetitive Defects:** Building upon the safety risk assessment performed on that safety issue, three organisations (a CAMO, AMO and OEM) presented how they experienced and managed repetitive defects, along with their interactions. **Good practices identified included** accurate reporting and follow-up, including prioritisation, identification of root cause and avoiding temporary fixes, strong leadership and robust procedures for efficient communication within organisation and between organisations. The presentations also highlighted the use of digital tools. **The material would be summarised to create follow up safety promotion material that would be published as soon as possible. There would be further work to evaluate the overall impact of the proposed mitigating actions as part of EASA Safety Risk Management process (Step 3) that will start in early 2025, and that may lead to further actions in the EPAS.** The identification of the proposed mitigating actions is the conclusion of the Safety Issue Assessment (SIA), represented by Step 2 in the SRM process.

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- **GNSS Outages and Alterations:** This topic is a very challenging topic that is still evolving and asking us to question our reliance on satellite-based systems that can be summarised in “being ready for an unexpected” and duly considering the risks of normalisation of deviance, like in the case for false predictive TAWS alerts. Different stakeholders have identified different ways to mitigate the risks involved, however all agree that strong long-term solutions are needed. Manufacturers guidance on how to deal with these issues for specific aircraft types is vital. There is also a lot of “unofficial” information available on the internet and social media – organisations should make sure to use the right, official sources of information and ensure their flight crews do the same. ***There continues to be many cross-industry collaborations and discussions on this topic leading to safety promotion material, such as EASA SIB 2022-02R3 and associated safety promotion. This safety issue is currently under assessment as per the EU Safety Risk Management process. EASA and its Advisory Bodies are also working on the associated challenges of over-reliance on satellite navigation and the impact on PBN-IR.***
- **Runway Safety:** Preventing runway incursions has been a focus area in Europe and around the world for more than 10 years. The number of serious incidents (including near misses) has gone up since the pandemic hit, and available data also shows that despite the relatively low number of occurrences, the aggregated risk of these events is high. Apart from the actions that are part of the European Plan for Aviation Safety (EPAS), additional efforts are required. **EASA has established a Task Force to identify risk mitigations at European Level** that will amongst others make best use of the global effort through the Global Action Plan for the Prevention of Runway Incursion (GAPPRI). Recent events have shown that the aviation system is still very reliant on effective human mitigations to prevent runway collisions. This discussion focused on the more immediate operational challenges with the more longer-term strategic topics being discussed at the upcoming EASA Annual Safety Conference. Key solutions discussed were collaboration (especially via Local Runway Safety Teams), technology (e.g. development of on-board aircraft solutions) and the continued focus on human factors (e.g. safe taxi standard operating procedures for flight crew), in the short term, mindful actions when entering the runway are vital to better manage the risk.

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- **Occurrence Reporting:** Occurrence reports are the most important sources of information for decision making in our management systems. *The rules in Regulation (EU) 376/2014 have been in place for quite some years now so the panel discussed the challenges and what the future might bring.* It is important to promote both proactive and reactive reporting as widely as possible so we have the best information possible. While organisations and individuals are looking for more feedback on their reports, this is challenging from a resource perspective. Technology and particularly AI are helping to solve some of the data management challenge and we need to understand what really works. Finally, the challenge of implementing an effective Just Culture remains. *EASA is working with various partners on a wide ranging safety promotion campaign and information sessions on occurrence reporting related topics that will launch in Autumn and run through into 2025.*
- **SAFE360** also included two excellent flash talks on Flight Data Monitoring and Interference of Aircraft by Drones – these presentations are attached to the event page.
- **Data4Safety:** SAFE360 concluded with a presentation on the latest status of the Data4Safety (D4S) project. D4S has been built as a voluntary and collaborative partnership between EASA, the EASA Member States and the Aviation Industry to make the most of the available aviation intelligence to identify and manage safety risks at European level. It also supports data-driven changes in the fields of aviation safety and sustainability. The day following SAFE360, the 2nd D4S General Assembly was held. More information is available about D4S on the [EASA website here](#).

EASA is currently finalising its events plans for 2025 and we plan to set dates for the major events before the end of November. The Agency is currently looking to move SAFE360 to April/ May before the EASA Safety Week to create more separation with the Annual Safety Conference held in the Autumn each year. More information to follow soon.

