



Working groups and bodies having a role in EPAS

Listed in alphabetical order

ACARE Working Group ‘Safety – Security’ (WG4)

[Web Link](#)

The Advisory Council for Aeronautics Research in Europe (ACARE) serves as the European technology platform for the aviation and air transport sectors.

ACARE gathers the main actors involved in aviation research, i.e. industry, research centres, universities, public authorities. The ACARE Strategic Research and Innovation Agenda (SRIA) provides the strategic roadmap for aviation research, development and innovation developed by ACARE that accounts for both evolutionary and revolutionary approaches. It aims to provide a guide to future actions in public and private funding programmes to ensure that research is adequately supported and funded.

As aviation is marked by the high complexity of its products and their components which are subject to very long R&D cycles (up to 20 years) and is technology- and capital-intensive, research efforts need to be based on a long-term programming approach.

ACARE WG4 maintains the list of research actions dedicated to safety and security identified to meet the long-term objectives of EU aviation in those fields.

Advisory Bodies (EASA)

[Web Link](#)

The **Advisory Bodies (ABs)** provide EASA with a forum for consultation of interested parties and national authorities. The main purpose of the ABs is to:

- facilitate the discussion of strategic/technical priorities as well as controversial or horizontal issues at early Agency programming stage; and
- provide EASA with a forum to consult on strategic safety priorities.

When the proposed actions affect the Member States, the purpose of the ABs is to:

- provide advice to EASA on content, priorities and execution of its safety programmes; and
- provide advice on ongoing efforts to improve EPAS, rulemaking, standardisation, safety promotion, and research programming process.

The following ABs are relevant for EPAS:

Member States’ Advisory Body (MAB): MAB is a forum to consult Member States on strategic safety priorities. MAB ensures that horizontal or strategic issues arising at TEB level are discussed in MAB meetings with the objective of providing a harmonised position to the Agency, including for EPAS.

Member States Technical Bodies (TeBs): TeBs provide the Agency with a forum to consult Member States on technical safety priorities. Their scope encompasses advice on rulemaking deliverables, standardisation and also include safety promotion activities.

Stakeholder Advisory Body (SAB): Within the European SRM process, SAB is responsible for advising on strategic developments and strategic priorities for EPAS.



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Stakeholder Technical Committees (TeCs): Technical Committees with specific technical expertise: Flight Standards, Design and Manufacturing, Engineering and Maintenance, Aerodromes, Air Traffic Management and Air Navigation Services. TeCs are responsible for reviewing and committing to concrete actions that address the specific safety issues at sectorial and technical level.

COMs: Overarching industry committees, with a transverse role: Commercial Aeroplane Safety, General Aviation, Rotorcraft and Certification.

Commercial Aeroplane Safety Committee (CAS.COM): CAS.COM was created by SAB to complement the existing Committees with a view to focusing on safety risk management and safety strategic developments in the field of CAT by aeroplane.

The **Safety Management TeB (SM TeB)** is particularly relevant for EPAS. It is the forum to:

- advise Member States with the implementation and maintenance of their SSPs and SPASs by exchanging information and addressing implementation issues;
- provide input and feedback on the implementation of the EPAS in regard to systemic issues;
- provide recommendations to EASA/the EC on further actions required to support SSP/EPAS implementation;
- address issues stemming from the Standardisation SYS inspections; and
- discuss and provide recommendations where action is required on any cross-domain safety management implementation issues.

ARAC/ARC (FAA)

Rulemaking deliberations often start years before a formal rulemaking process is launched. Sometimes the FAA finds it beneficial to get industry and the public's advice and recommendations prior to starting rulemaking to prepare and facilitate the development of the draft regulations. There are two different types of consultative bodies FAA can employ for this purpose:

- The **Aviation Rulemaking Advisory Committee (ARAC)** standing committee, which aims to build a consensus amongst aviation stakeholders on certain issues, which the FAA in its subsequent rulemaking process may (or may not) consider.
- The **Aviation Rulemaking Committee (ARC)** is formed on an ad hoc basis for specific purposes with limited duration. It is essentially a group of aviation specialists who are selected to evaluate issues and provide advice and recommendations to the FAA.

Both Committees provide FAA with information, advice and recommendations. Both mechanisms hold the benefit that they allow to take advantage of industry technical expertise and experience, they help resolving controversies in an open forum by broadening public and industry participation in the process, and they may resolve issues before the formal rulemaking process begins.

EASA is a non-voting member of the ARAC, and it is invited and decides on a case-by-case basis whether to join specific task groups of these committees.

CAGs (EASA)

The **Collaborative Analysis Groups (CAGs)** are expert groups, responsible for analysing the safety of European aviation. Each CAG works on a domain and its membership is derived from key stakeholders in the domain. These stakeholders may come from industry or from EASA's regulatory partners. Each CAG meets up to three times per year to review



available safety information, arrange in-depth safety issue analyses and identify emerging issues. They monitor the safety performance of their domain and provide feedback on the effectiveness of actions taken. They support EASA with the establishment and maintenance of the various safety risk portfolios (cf. EPAS Volume III).

EAADM

[Web Link](#)

EASA and CAs formed a group of experts called the **European Authorities Coordination Group on FDM (EAADM)**. It was a voluntary and independent safety initiative with the objectives of contributing to:

- improving the implementation of FDM programmes and to making them more safety effective;
- EASA's objective of a high and uniform level of safety in Europe; and
- a better overview of air transport operational safety in Europe for EASA and CAs.

The good-practice documents produced by EAADM cover:

- development of national FDM forums;
- oversight of FDM programmes by CAs; and
- FDM-based indicators.

EOFDM

[Web Link](#)

The **European Operators Flight Data Monitoring (EOFDM)** forum is a voluntary partnership between European operators and EASA in order to:

- facilitate the implementation of FDM by operators; and
- help operators draw the maximum safety benefits from an FDM programme.

The EOFDM is composed of several working groups. Depending on the group, the following organisations may participate: operators, operator associations, flight crew associations, aircraft manufacturers, FDM software vendors, research and educational institutions, regulators (CAs and international aviation regulators) and EASA. Non-European organisations are encouraged to join this safety initiative.

ESPN-R

[Web Link](#)

The **European Safety Promotion Network Rotorcraft (ESPN-R)** is a mixed industry-authorities team established by the Rotorcraft Sectorial Committee (RSC) in January 2017.

The ESPN-R develops, disseminates and evaluates SP material and actions on a voluntary basis in support of the RSC, of EASA and of the industry. The ESPN-R can also contribute to SP campaigns and ensure that SP material reaches the target audience.

The ESPN-R contributes to the implementation of rotorcraft safety promotion actions from EPAS, rotorcraft section, and can suggest safety promotion actions for inclusion in EPAS. Its scope includes but is not limited to operations and SMS, training and emerging safety-enhancing technologies.



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Members come from the former European Helicopter Safety Team (EHST) community and the former European Helicopter Safety Implementation Team (EHSIT) — the implementation team of the EHST. The ESPN-R leverages the former EHSIT competencies for development, dissemination and evaluation of safety promotion material and actions.

EUFALDA

[Web link](#)

The **European Federation of Airline Dispatcher Associations (EUFALDA)** is the leading organisation to serve the Flight Dispatchers all over Europe.

Eurocontrol Agency Research Team (ART)

The Agency Research Team (ART) is an advisory body of the Eurocontrol Agency. It disseminates research topics, projects and results with relevance for ATM amongst its members.

NoAs (EASA)

The **Network of Analysts** was established in 2011 to provide a collaborative framework for the EASA Member States to work together on safety analysis activities. The NoAs was formalised within Regulation (EU) No 376/2014. It has the purpose (at Union level) of:

- reporting of, analysing and following up occurrences in civil aviation using the European Central Repository ;
- assisting States in assessing their priorities for the State Safety Programmes (SSPs);
- supporting in assessing priorities both for EPAS and for the SSPs; and
- working closely with the CAGs in the identification of safety issues, performance of safety risk assessments and the monitoring of safety performance.

SM ICG

[Web Link](#)

The **SMS International Collaboration Group (SMICG)** was created in February 2009. It is a joint collaboration activity between aviation regulatory authorities in order to:

- promote a common understanding of and collaboration for the implementation of SMS/SSP principles and requirements in different countries, facilitating their implementation across the international aviation community;
- share lessons learned;
- encourage the progression of a harmonised SMS; and
- collaborate with international organisations such as ICAO and civil aviation authorities that have implemented or are implementing SSP/SMS.

The current core membership of the SM ICG includes the Aviation Safety and Security Agency (AESA) of Spain, the National Civil Aviation Agency (ANAC) of Brazil, the Civil Aviation Authority of the Netherlands (CAA NL), the Civil Aviation Authority of New Zealand (CAA NZ), the Civil Aviation Authority of Singapore (CAAS), Civil Aviation Department of Hong Kong (CAD HK), the Civil Aviation Safety Authority (CASA) of Australia, the Direction Générale de l'Aviation Civile (DGAC) in France, the Ente Nazionale per l'Aviazione Civile (ENAC) in Italy, the European Aviation Safety Agency (EASA), the Federal Office



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of Civil Aviation (FOCA) of Switzerland, the Dominican Republic Civil Aviation Institute (IDAC), the Finnish Transport and Communications Agency (TRAFICOM), the Irish Aviation Authority (IAA), Japan Civil Aviation Bureau (JCAB), the United States Federal Aviation Administration (FAA) Aviation Safety Organization, Transport Canada Civil Aviation (TCCA), United Arab Emirates General Civil Aviation Authority (UAE GCAA), and the Civil Aviation Authority of United Kingdom (UK CAA). Additionally, the International Civil Aviation Organization (ICAO) is an observer to this group.

SPN (EASA)

[Web Link](#)

The **Safety Promotion Network (SPN)** is a voluntary partnership between EASA and other aviation organisations. The objective of the SPN is to enhance aviation safety in Europe by providing a framework for the collaboration of safety promotion activity throughout the Member States.

For mutual benefit and a common purpose, the members of the SPN:

- exchange information;
- coordinate activities;
- cooperate and share joint activities; and
- collaborate to increase the capacity for activities.

The SPN activities will include coordination, cooperation and collaboration with respect to the design, development, publication, translation and dissemination of safety information. The SPN will also explore common tools and develop means to measure the effectiveness of safety promotion products that have been disseminated.