



# GENERAL AVIATION SAFETY PROMOTION 2024

Colonel Mark Said & Victoria Grech

EASA thorough the  
**European Plan for Aviation Safety**  
(EPAS) has set strategic priorities in the regional  
aviation safety plan for 2023-2025.

<https://www.easa.europa.eu/en/document-library/general-publications/european-plan-aviation-safety-epas-2024>

# EPAS Volume I 'Strategic Priorities' (2023 – 2025)



LET'S START

# ARE YOU FIT TO FLY?

Perform the 'I'M SAFE' check every time you fly.

**I**LLNESS Free of illness and symptoms

**M**EDICATION Safe medication only

**S**TRESS Managing stress well at home and work

**A**LCOHOL OR DRUGS Free of alcohol and drugs and their effects

**F**ATIGUE Rested and sleeping well

**E**ATING Fed, watered and ready to go



*Don't Just Pre-Flight the Plane  
Pre-Flight Yourself!*



Transport Malta

<https://www.transport.gov.mt/aviation>

# PLAN AND PREPARE

*Fly with Care!*



Scan ME



Transport Malta

<https://www.transport.gov.mt/aviation>



John FRANKLIN



Kyle Martin GAMA



Jani Hottola Traficom



Michael Erb, IAOPA



## GA Season Opener - 11 to 24 March "Be Ready - Fly Safely"



### Safety Management

- State Safety Program
- State Plan for Aviation Safety
- Occurrence Reporting
- Safety Information Advisory Notices
- Safety Promotion**
- Safety Publications
- Just Culture

Approved Organisations & Operators

SAFA/SACA/SANA Ramp Inspections

Security

Air Passenger Rights

<https://www.transport.gov.mt/Aviation-language.pdf-f10090>

# Safety Promotion

Safety Promotion is a set of means, processes and procedures that are used to develop, sustain and improve aviation safety through awareness raising and changing behaviours. The promotion of such measures encourages a positive safety culture and helps achieve the service provider's safety objectives through the combination of technical competence that is continually enhanced through training and education, effective communication, and information-sharing.

Moreover, Safety Promotion is one key enabler to reach the ultimate objectives of the EU Safety Management Strategy and contributes to continuous improvement of our aviation safety system in Europe and worldwide, together with regulations and oversight.

The image displays a collection of safety promotion posters. The 'Belt-Up' poster features a close-up of an airplane seatbelt buckle and the text: 'For your own safety, and that of your passenger, use your harness, and belt up when you fly. BELT-UP'. The 'Are You Fit to Fly?' poster lists factors like Illness, Education, Stress, Alcohol or Drugs, Fatigue, and Eating. The 'Aviation Language' poster lists tips like 'Think before you Transit', 'Speak Slow', 'Mend Pronunciation', 'Use Standard Phraseology', 'Be Patient', and 'Consider Refresher Training courses'. The 'What! Was that for me?' poster shows a woman looking confused and says 'Unsured of ATC instructions? Use Standard R/T Phraseology to ensure better communication. e.g. SAY AGAIN | SPEAK SLOWER'. The 'Plan and Prepare Fly with Care!' poster shows a pilot at the cockpit with a QR code labeled 'Scan ME'. Other posters include 'When Considering Fuel Management', 'Have you assessed the Weather Today?', and 'Weight a Moment'.

Need help



- Safety Management**
- State Safety Program
- State Plan for Aviation Safety
- Occurrence Reporting
- Safety Information Advisory Notices
- Safety Promotion**
- Safety Publications
- Just Culture
- Approved Organisations & Operators
- SAFA/SACA/SANA Ramp Inspections
- Security
- Air Passenger Rights

Safety Promotion material published by EASA can be accessed via the [Together4Safety](#) domain.

### Conversation Aviation

Conversation Aviation is a collaborative safety promotion initiative by EASA that involves organisations from across Europe and beyond. Whether you work in an airline, airport, maintenance organisation, ground handler, or anywhere else, creating interesting and engaging safety promotion is not easy. The main goal is to get the whole industry to have positive conversations about how to operate safely and effectively.

Published every quarter as a magazine, created in a collaborative way with organisations from across the aviation community.

If you would like to contribute towards Conversation Aviation or provide an article, you may contact us by sending an email to [aviationsafety.tm@transport.gov.mt](mailto:aviationsafety.tm@transport.gov.mt) or EASA to [safetypromotion@easa.europa.eu](mailto:safetypromotion@easa.europa.eu)

- [Issue 01-23](#)
- [Issue 02-23](#)

[YouTube Channel](#)

### Unruly Passengers

Every 2 hours the safety of a flight within the EU is threatened by passengers demonstrating unruly or disruptive behaviour

Need help?



Safety Management

- State Safety Program
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- Safety Promotion
- Safety Publications**
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Approved Organisations & Operators

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# Safety Publications

## CAD Safety Reports

- Civil Aviation Safety Report - Year 2023
- Civil Aviation Safety Report - Year 2022
- Civil Aviation Safety Report - Year 2021
- Civil Aviation Safety Report - Year 2020
- Civil Aviation Safety Report - Interim Review July 2020

## CAD Publications

- Safety Awareness for General Aviation Users
- Unruly Passengers Fly Right Campaign

## EASA

- Annual Safety Review 2022
- Annual Safety Review 2021
- Annual Safety Review 2020
- Annual Safety Review 2019

## ICAO

- ICAO Safety Reports (annual)
- State of Global Aviation Safety (2019)



# **MORE Aircraft, MORE Movements**

## *Navigating Crowded Skies Requires Extra Caution*



**ALERT | AWARE | AGILE**  
**In Crowded Airspace, Every Move Matters!**



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<https://www.transport.gov.mt/aviation>

*Distraction can paint a messy picture...*



**EYES on the SKIES | MIND on the FLIGHT**



Transport Malta

<https://www.transport.gov.mt/aviation>

# DECONFLICTION

Air Routes



Airways



Control Areas

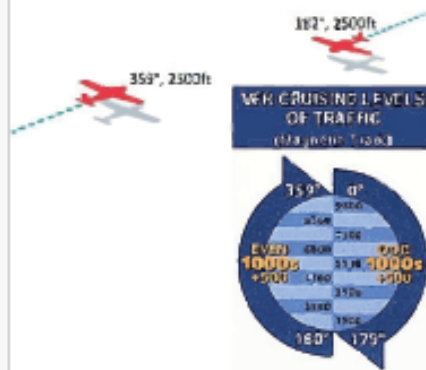


Control Zone



## IFR vs. VFR

*Do you know the difference?*



Are you supposed to be  
*there?*



# *IFR? Know Your Limits!*

## *Avoid IMC without proper qualifications and practice*



Visual Flight Rules (VFR) flight into Instrument Meteorological Conditions (IMC) is a significant cause of accidents in General Aviation flying. A VFR flight into IMC scenario occurs when a pilot enters IMC, despite intending to operate under VFR. When an unqualified pilot enters IMC, a loss of control or flight into terrain will often result. Pilots qualified to enter IMC may also be at risk if the entry is unplanned or the pilot is not in adequate instrument flying practice.



# Mitigate Interruptions & Distractions

Manage *passengers*




  
Make use of  
*'standby'* command.  
Do not drop the  
aircraft to fly the radio

  
Focus on  
*aircraft*  
*flight path*

  
Effective *preflight preparation*  
to *anticipate distractions*  
both on the *ground* and in the *air*

Make the best  
use of *checklists*



  
Use *Threat and Error Management*  
to anticipate *high workload*,  
*distractions* and *interruptions*

# ***Prevent Loss of Control***

*Loss of control due to **stalling** or entering a **spin** remains a leading cause of General Aviation accidents.*

A stall can lead to a spin, which at low levels may be unrecoverable.  
Pilots must stay vigilant for signs of an impending stall and focus on avoiding stall conditions altogether.

**AVIATE  
NAVIGATE  
COMMUNICATE**

are key, yet, flying requires constant attention to **attitude** and **airspeed**.

*Whatever the other demands on your attention are,  
ensure you **return your focus to the aircraft's flight path**.*

tm

Transport Malta

<https://www.transport.gov.mt/aviation>

# Aviation Language

## Standard Phraseology & Language Proficiency



Think before you Transmit

Use Standard Phraseology



Speak Slow



Be Patient



Mind Pronunciation

Consider Refresher Training courses



Word/Phrase	Meaning
ACKNOWLEDGE	"Let me know that you have received and understood this message."
CORRECTION	"An error has been made in this transmission (or message indicated) The correct version is..."
I SAY AGAIN	"I repeat for clarity or emphasis."
READ BACK	"Repeat all, or the specified part, of this message back to me exactly as received."
SAY AGAIN	"Repeat all, or the following part, of your last transmission."
SPEAK SLOWER	"Reduce your rate of speech."





# VFR Moving Map Devices

*Where is the best place for it to be when in use?*

**Why is it an issue?**

**The device position can affect many things.**

Can it be seen or reached? Does the charging lead reach or potentially foul the controls? Will it get a good signal/view of the sky from its position? Is it likely to fall on the floor/down the back of the seat?

**Potential outcomes?**

**The device could become unusable** if the positioning is wrong or may cause flight control issues should it or any equipment associated with it interfere with the controls. Does it obscure your view/ability to lookout? Could it become a loose article?

**Mitigation**

**Spend some time on the ground positioning the device** to ensure the issues mentioned are avoided. **Use a robust mount** to avoid it moving once airborne. Find a location that works both with and without passengers while making sure it does not interfere with any controls.

Scan ME



# VFR Moving Map Devices



Transport Malta

Transport Malta Civil Aviation Directorate

# VFR 'MOVING MAP' DEVICES

The use of VFR 'Moving Map' devices is now commonplace in General Aviation. Supported by the Global Navigation Satellite Systems (GNSS), these devices have considerably enhanced the process of flight planning and execution for GA pilots. Moving Maps encompass a range of electronic navigation solutions, including portable VFR GNSS devices and applications running on smart phones or tablets.

Viewing the aircraft's position in real time mitigates a variety of risks compared to the sole use of traditional VFR navigation techniques. However, like any technology or device, additional hazards may be generated if they are not used correctly.

There are too many different devices and applications available for TM-CAD to offer detailed advice on individual platforms. The purpose of this document is therefore to identify minimum levels of proficiency you should have when operating Moving Map devices and advise on some of the associated risks and issues.

## IMPORTANT NOTE

*Devices may be used during hour build up flights but may not be used during Skill tests*

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w: <https://www.transport.gov.mt/aviation>  
e: [aviationsafety.tm@transport.gov.mt](mailto:aviationsafety.tm@transport.gov.mt)

Oct 2024

## What do we mean by 'Moving Map' device?

'VFR Moving Map' means either a device, or software for use on a device, which may be used for the planning and/or execution of a VFR flight. The key feature is that it displays the aircraft's position in real time on a map format that includes relevant aeronautical information for VFR flight.

*These devices normally fall into three categories:*

### 1. Panel mounted devices

The benefit for VFR flight varies a lot depending on the age and characteristics of the installation.



### 2. Portable GNSS systems

Dedicated portable GNSS systems provide the benefits of a platform designed for use in the aviation environment but may not provide regulated aeronautical information such as weather and NOTAM.



### 3. Tablet or smartphone devices

Experience has shown that consumer tablet or smart phone devices can be a safe and effective platform for applications that provide Moving Map functionality and integration of aeronautical data. Tablet-based devices with suitable applications are likely to provide the most versatile and cost-effective solution for the average GA pilot flying under VFR.



## Benefits

### Situational Awareness

VFR Moving Maps, when used correctly, provide a significant enhancement to situational awareness.

### Enhanced Planning

Moving Map devices and software applications also aid the process of flight planning and allow routes to be built taking into account the airspace environment to be navigated.

### Other Features

When used effectively, these tools can assist pre-flight preparation and give more time to focus on studying the route.

## Understanding your device



### Different Features

A large proportion of GA pilots who fly with a Moving Map are not familiar with the use of all features or capabilities the device has – taking time to understand the more complex functions will enhance the device's utility. You should review the applicable manuals and user guides. Familiarise yourself with the device on the ground. Consider practising on simple flights away from significant airspace hazards and accompanied by another pilot.

### Layers of Information

Be aware of information being hidden in layers. Sometimes to establish the altitude, the depiction must be selected to review detailed information on the site. Other hidden information may include radio frequencies and the vertical extent of an ATZ or other regulated airspace.

### Training courses

Several Flight Training Organisations also offer training sessions/courses in the use of VFR Moving Maps; not only is this an ideal opportunity to learn their functionality from an expert but it might offer a refresher in flight planning techniques.

*When proficient you will be able to:*

- Update the software and applicable aeronautical database of the device;
- Manage downloadable data to the device, such as weather, NOTAM and other live data;
- Plan a route and identify airspace features and hazards on that route, including information such as altitudes or hours of operation that may be hidden within layers;
- Mount the device (if applicable) in a secure location so that it is visible and accessible but does not obstruct the aircraft controls or visual look out;
- Configure and use the device in the most effective manner for a particular flight, for example setting appropriate altitude layers for the information displayed and any applicable airspace warning parameters;
- Navigate seamlessly throughout the software of the device, including altering key parameters such as map zoom, panning of the map and selecting information on the route as quickly and accurately as possible; and Use the device effectively in any abnormal situation, for example having to replan a route or divert due to weather.

*Also consider:*

- Will the screen be visible in all light conditions?
- Is the device prone to overheating when exposed to the sun?
- How long is the battery life under constant use?
- If there is provision for inflight charging, how reliable is this?
- Is an external aerial or receiver needed for consistent GNSS signal?



*Your primary task must be flying the aircraft. Do not allow the device to become a distraction from core tasks such as maintaining an effective visual lookout. Being proficient with the device will help this since you will minimise the time needed to interact with it when executing different functions.*

## Using your device

### Preflight

You should develop a routine with the device that suits your flying and provides a solid foundation for effective use while in flight. This must include ensuring the aeronautical data on the device is up to date. Download weather and NOTAM data as appropriate.

### Inflight

Once airborne and away from the aerodrome traffic circuit, do a sense check against the surrounding environment – does the indicated position make sense and are you travelling in the intended direction?

### Eyes outside

During flight around 80% of the time you should be looking outside the aircraft. Under VFR, the aircraft's approximate flight attitude should be set visually by external reference rather than by the instruments in the cockpit.

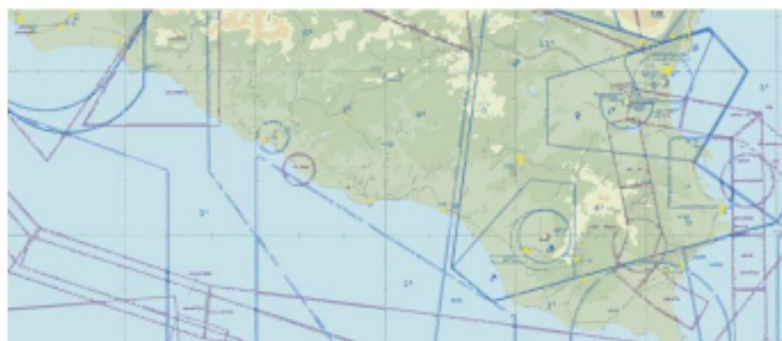
### Position Awareness

Keep orientation relative to ground features, but periodically check the Moving Map display to confirm position.

### Prioritise

When rerouting due to weather or other threats, focus on the most important task first.

## Contingencies



Like all technology, Moving Map devices can suffer errors or even fail. You must consider contingency arrangements for this.

## Paper Back-Up

TM-CAD recommends that a paper chart be carried which is accessible, marked and folded for the relevant route or area of operation.

## Traditional Skills

There is a risk that paper chart reading skills suffer decay if not used over time. It may be useful to include periodic refresher flights using conventional navigation techniques.

## Common issues

The incorrect or incomplete use of a VFR Moving Map device can be as significant as not using one. When using a Moving Map it is essential to apply effective Threat and Error Management (TEM). TEM is about mitigating relevant threats and preventing errors such that safe flight is maintained.

The following is a non-exhaustive list of Threats and Errors associated with the use of VFR Moving Maps and some example mitigations for them:



Software updates



Review your planned route



Care of device: prevent a failure



Appropriate use and operation



Device Position

- **Software:** Is the software/data current?
- **Planning:** Review your planned route.
- **Care of device:** Prevent a failure.
- **Operation:** Appropriate use and operation
- **Device Position:** Where is the best place for it to be when in use?



## Electronic Conspicuity

As well as Moving Map devices, there are a variety of 'electronic conspicuity' (EC) devices available that receive and/or broadcast information on the position of your aircraft and other traffic in the sky.

TM-CAD encourages the use of EC devices, but the capabilities, limitations and optimal techniques for use must be understood.

### See and Avoid

The visual look-out should remain the number one priority for conflict identification and mitigation.

## Data Integrity

It is important that users are aware of the integrity of the information that they receive from 3rd Party Service Providers.

Pilots should be aware that the depiction of aeronautical information on VFR Moving Maps may not be complete and will likely be different from Aeronautical Information products.

It is highly recommended that all organisations or individuals that process information sourced from Aeronautical Information products apply best practices to ensure integrity, timely delivery and a form suitable for users.



### Find Out More

This leaflet does not address the airworthiness requirements for fitting or mounting devices in aircraft. When installing a device in an aircraft or mounting a portable device all applicable airworthiness requirements must be complied with – please take advice from a licensed engineer or the appropriate organisation responsible for the airworthiness of the aircraft.

Further reading is available at the European General Aviation Safety Team safety promotion leaflet and UK CAA Safety Sense Leaflet SS29 – VFR MOVING MAP DEVICES

# WHEN CONSIDERING



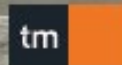
## Aircraft Performance

**THE SMALLEST THINGS  
MAKE A HUGE  
DIFFERENCE!**

*Airfield Elevation  
Aircraft Maintenance  
Aircraft Weight  
Slope  
Temperature  
Wind  
Surrounding Terrain  
Tyre Pressure  
Engine Handling*



# The Key to Every Safe Flight is Fuel Management



Transport Malta  
<https://www.transport.gov.mt/eviation>

*Have you assessed the  
**WEATHER**  
Today ?*



*Blue **SKIES** or Stormy **NIGHTS**?  
Check Before You Go!*

**Weather matters.**

*Check the MIA Met Office website for updates*



Transport Malta  
<https://www.transport.gov.mt/aviation>

Scan  
ME



# WEIGHT A MOMENT!

Are you loaded properly?



Transport Malta  
<https://www.transport.gov.mt/aviation>

# CONVERSATION AVIATION

START POSITIVE CONVERSATIONS ABOUT SAFETY



OBSERVE | REPORT | PROTECT  
Your Report Matters



Transport Malta

<https://www.transport.gov.mt/aviation>

## Introduction

Welcome to the Transport Malta Civil Aviation Directorate occurrence reporting portal.

Please complete your information in the fields below then choose from the Mandatory, Voluntary or Just Culture Infringement\* reporting forms available.

- If you wish to make a **Voluntary** report, you may leave this information blank.  
*Note: If you do not provide your email address or telephone number, no follow up will be possible.*
- For **Mandatory** reports, this information is required.
- For **Just Culture Infringement\*** reports, this information is required.

*If you are reporting on behalf of an organisation, please specify below so that we can attribute your report to their safety reporting culture.*

Please note that if submitting an update to a previous report, the email address and report number must match the ones given from the original report.

\* The Just Culture Infringement report does not replace the occurrence reporting system of TM-CAD. Occurrences that compromise or that could compromise air safety must be reported to TM-CAD via the Mandatory or Voluntary reporting forms.

## Step 1

Do you wish to:

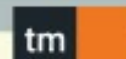
- Submit a **new report**       Submit an **update** to a previous report       Edit and submit a **draft** or **returned** report

**Next**

For your own safety,  
and that of your  
passenger, use your  
harness, and belt up  
when you fly.



**BELT-UP**



Transport Malta

<https://www.transport.gov.mt/aviation>

**‘Happy to be alive’: Footage captures moment men rescued after plane plunges into Sunshine Coast sea**



# AVOID BECOMING A NEWS ITEM

**“Two men taken to hospital after light plane crashes into hangar”**



**“Pilot fatally struck  
by moving  
propeller”**



# Comments, Questions?



THANK YOU



