



Editorial



Dear Reader, as this Newsletter goes to print, some 300 aviation professionals from around the world, including officials from the FAA and EASA, will be convening in Athens for the annual EU-US Aviation Safety Conference. Alternating between the US and Europe, the Conference has been a major forum to discuss “hot topics” and new initiatives in the area of aviation safety for the last 26 years. This year, despite the attractions of Greece, there have been less registrations than in the past due to the global economic downturn. And appropriately, the headline topic of this year’s conference is “improving safety in challenging times”.

Many have asked me in recent months how the crisis has affected the Agency. There are two sides to the answer. The good news is that design-related activities have so far been little affected and the Agency’s income from fees and charges has remained stable. On the downside, economic uncertainty in the aviation business has caused hesitation, in some cases resistance to some of the Agency’s planned new safety rules. EASA, in turn, may not have appreciated the severity of the challenges faced by industry when drafting its proposals.

The crisis has shown us that we must do even more to consult widely and communicate comprehensively. And we remain fully committed to open and transparent regulation.

The Agency’s new responsibilities are designed to strengthen the European aviation sector, not to stifle it. I am convinced we can work together with industry to emerge from the crisis both stronger and safer.

Patrick Goudou, Executive Director

Preparing for the future

The Single European Sky (SES) II legislative package is only one step away. The positive vote of the European Parliament on the proposal and its political endorsement by the Transport Ministers in March 2009 paved the way for adoption through the Council. This is likely to happen shortly before or after the summer break. With the adoption of the proposal, EASA sees its responsibilities extended to the safety of air traffic management (ATM) and aerodromes.

The SES II package is designed to deliver safer, greener and more cost-efficient flights. Airlines, passengers and the manufacturing industry will benefit from it. Annual savings for the airlines is calculated around four billion euros. Passengers will profit from fewer delays, shorter and safer flights. Investment in research for new air traffic management technologies increases the competitiveness of the European aeronautical industry.

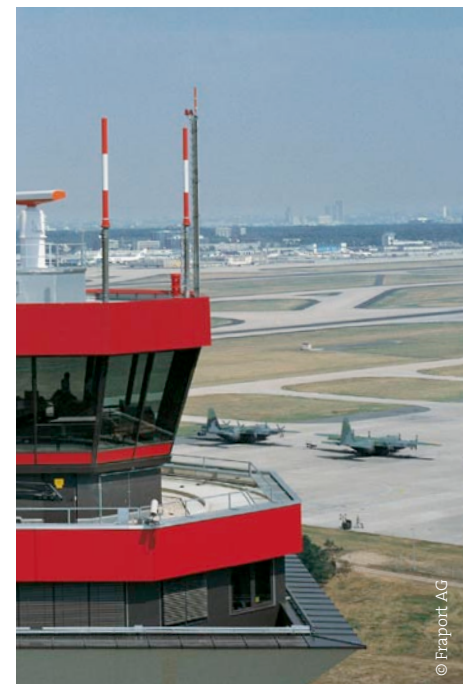
The role of the Agency in this package is to draft precise, uniform and binding rules for airport operation, air traffic management and air navigation services. Their sound implementation in the Member States will be overseen by the Agency as well.

The Agency sees this as a great step forward for European aviation safety. It follows the extension of Community competence to air operations, flight crew licensing and certification of third country operators.

The dates for implementation set forth in the legislation will lead to several changes in the European regulatory framework for aviation safety in a very short timeframe. The Agency is fully aware of the challenges that stakeholders will face.

Consequently, EASA is embracing these new tasks with great care, vigilant to meet the deadlines with minimum disruption. Already, as a first measure, and in order to have all the necessary implementing measures in place when needed, the Agency is urgently making available the necessary resources. The required regulatory activities will start in the coming weeks. This will allow the Agency to make use of all the time available to work with all affected stakeholders to ensure optimum transparency (see also page 7 for information on the progress already made).

Furthermore, taking into account the possible difficulties that could be generated by a large number of changes in this short timeframe, the Agency is also reviewing the planning of its other activities, particularly those related to air operations, flight crew licensing and third country aircraft. At the moment, it is analysing, together with the European Commission and the Member States, and alongside its main stakeholders, the best schedule possible for the adoption of the related regulatory proposals. This examination takes into account the available resources as well as the necessary time for stakeholders to acknowledge, comment and implement the changes that are expected to be adopted soon.



No compromise on safety

Since the setting-up of the Agency, it has issued more than 37,000 certificates. Among those were 250 type-certificates, 4,000 supplemental type-certificates and 8,500 major changes and repairs. Airworthiness and environmental certification, as well as continuing airworthiness have always been at the core of the Agency's Certification Directorate. With the Agency's extension of scope, operations related certification tasks such as training of maintenance personnel or the Joint Operational Evaluation Board (JOEB) activities have been added to the directorate's tasks. Read below a short overview of the certification highlights in 2008.



The Bell 429 Helicopter.

© Bell Helicopter Textron Inc.

Opposites attract Among the 5,743 approvals issued in 2008 were also the type-certificates (TC) of the Tupolev TU 204-120CE and the Eclipse EA500. The Tupolev is the first transport aircraft designed by an organisation from the Commonwealth of Independent States receiving an EASA TC. At a hand-over ceremony attended by Patrick Goudou, EASA Executive Director, and Dr. Norbert Lohl, EASA Certification Director, they praised the good collaboration between the two certification authorities, the Aviation Register of the Interstate Aviation Committee (IAC AR) and EASA. The certification process for the TU 204-120CE began within the Joint Aviation Authorities (JAA) and was later taken over by EASA. A team of 20 certification specialists scrutinised the aircraft's design to ensure that it complies with the Agency's stringent safety and environmental standards, including over 100 technical meetings and several test flights by the Agency's flight test team.

The validation of the Eclipse EA500 in November 2008 marked the successful end of an exciting certification process. The Eclipse was certified against specifications valid for General Aviation aircraft (CS-23). As the jet is considered a high performance aircraft, numerous additional requirements had to be fulfilled.

2008 saw a number of new certification projects in the areas of General Aviation, Rotorcraft and Engines (e.g. Diamond DA 50, Viking DHC-6 400 series, Bell 429 Helicopter, Rolls-Royce Trent XWB Series engines, Helix Propeller H50).

In March 2009, the Agency received its first TC application from Japan. Mitsubishi Aircraft Corporation wants its MRJ, the first regional jet to adopt composite materials for its wings and fins on significant sale, be certified in Europe. As far as ongoing projects are concerned, some major applications include Falcon 2000 LX, Boeing 787, Airbus A350, Airbus A400M, Learjet LJ-200, Embraer ERJ 190-100ECJ, B777F Freighter, Eurocopter EC 175.





The EASA type-certificate of the Eclipse 500 was handed over on 21 November 2008.

Continuing airworthiness_ Performing oversight of approved products, parts and appliances is essential for the achievement of the Agency's safety objectives. EASA is taking corrective action by means of airworthiness directives before potential safety risks develop into serious events. In 2008, the Agency issued 216 Airworthiness Directives (ADs) and 45 Emergency ADs. The directorate also engages in the A380 airworthiness communication network together with the competent authorities of the United Arab Emirates, Australia and Singapore – the countries in which the A380 is already registered. Aim of this network is to exchange knowledge on in-service experience with the world's largest airliner. But continuing airworthiness also includes analysis of accident investigations and the implementation of safety recommendations such as it happened in the cases of the Boeing 777 accident in London and the Spanair MD-82 accident in Madrid.

New responsibilities_ EASA's new basic regulation (216/2008) includes, among others, rulemaking in the fields of air operations and flight crew licensing. Consequently, once the corresponding implementing rules become effective, the Certification Directorate will be responsible for operations related certification tasks, along with continuing the Maintenance Review Board (MRB) process.

Today, some of the operations related activities are already carried out, within the framework of the Joint Operations Evaluation Board (JOEB). Important elements of the JOEB process, which EASA carries out with support of the National Aviation Authorities on behalf of the JAA, are the evaluation of the Master Minimum Equipment List (MMEL), and of flight crew training, the qualification of associated training devices for new aircraft types, as well as the evaluation of Cabin Crew (CC) training and operations.

While in future all full flight simulators developed for new EU products will continue to go through a qualification process, the Agency is currently catching-up with the qualification of existing full

flight simulators located outside the EASA member states (more specifically, in Canada and the USA). This process includes full flight simulators that have never been qualified by a European aviation authority and which are being used by European pilots for their training. It makes sure that these simulators can continue to be used in the training of European licensed flight crews after adoption of the new flight crew licensing rules.

In May 2009, the qualification of 40 flight simulator training devices owned by FlightSafety International and located in 15 learning centres in the US and Canada, has been completed under EASA coordination. At the same time, 20 full flight simulators belonging to CAE and four full flight simulators from Bombardier have also been successfully qualified, under the same EASA FSTD Catch-Up process.

Organisation and outlook_ All product certification activities were fully funded through fees and charges levied from the industry for the services applied for. In 2008, 60% of these activities were performed by the Agency, 40% were outsourced

to the National Aviation Authorities. The Certification Directorate aims at achieving an outsourcing level of only 20% by 2011. An important task for the time to come is the implementation of a new occurrence reporting system in Europe. Currently, the TC holders are the Agency's main source of information about potential design-related safety risks. The Agency however aims at improving the existing system by introducing a process where also occurrence reports from various other sources (e.g. NAAs) will be fed into more systematically and distributed internally to the responsible departments. With the implementation of EASA's new responsibilities, the enhancement of the current occurrence reporting system is more and more turning into a top priority. ■



Standardisation in 2008: main results



EASA standardisation team during a standardisation visit in Belgium in February 2009.

Performing standardisation visits across Europe is one of the key tasks of the Agency. Through these inspections, the Agency makes sure that the European aviation safety rules are correctly implemented in all Member States. In 2008, EASA standardisation teams conducted 68 such visits. The teams normally include Agency staff as well as colleagues from the National Aviation Authorities (NAAs). Two different kinds of visits have to be distinguished: those within the EU legal framework covering initial and continuing airworthiness (IAW, CAW) in the EASA countries. The Agency also performs standardisation visits on behalf of the JAA. These visits cover initial and continuing airworthiness, air operations (OPS), flight crew licensing (FCL) and synthetic training devices (FSTD).

Within the EU legal framework, the number of inspections (13 in initial airworthiness, 26 in continuing airworthiness) determined through a risk-based approach, has remained quite stable compared to the previous year. Within the IAW field, the visits have revealed a satisfactory and uniform level of understanding and implementation in all involved countries. In the Continuing Airworthiness domain, where all Member States exercise their competences, the uniform and proper implementation of the rules still needs further efforts despite a general average improvement.

It is worth noting that the number of non-conformity findings per number of inspections has significantly decreased in both domains. This is due to the fact that in 2008 a full second cycle of inspec-

tions has been initiated. It is evident that, by the beginning of the entry into force of Commission Regulation 736/2006, the standardisation process has had a significant impact in helping the NAAs to comply with the EU regulations. This is particularly true for many new accession states, where, however, some difficult situations persist.

The Agency has in the last two years continuously built up internal team leaders to conduct inspections in the fields of OPS, FCL and FSTD. As mentioned above, these areas are currently still covered on behalf of the JAA. With the entering into force of EU OPS in 2008 and in anticipation of the EASA rules on air operations and flight crew licensing, all three domains will become increasingly important for the Standardisation Directorate. However, in

2008, the Agency already performed 30 standardisation visits in these fields in the Member States and foreign countries.

Most of the Competent Authorities, including those of the newly associated states, continued to support EASA actively in performing its standardisation task by for example seconding standardisation team members. Together with the growing success of the central standardisation meetings organised by the Agency, this is a confirmation of the generally well accepted approach to proactive standardisation. Additionally, the Agency opened its technical training to NAA inspectors. This proved to be good tool to further improve the uniform implementation of the rules among Member States.

Focus on: EASA's new regulatory tasks

The second edition of the EASA News features again a couple of articles on the first extension of responsibilities to air operations, flight crew licensing and third country operators. Since the last issue, the comment period for the flight crew licensing draft rules was closed and review of the comments has started. All but one of the Notices of Proposed Amendments (NPAs) were published, a preliminary version of the rulemaking handbook for easy access to rules was launched and the next extension of responsibilities is in sight. The Agency is committed to consulting stakeholders in these important processes and will improve its consultation process. Up-to-date information is provided on the dedicated mini-website www.easa.europa.eu/flightstandards and workshops are being held in Cologne and the Member States. Any questions can additionally be sent to rule@easa.europa.eu

NPA flight crew licensing: a first glance at the comments

The comment period for Notice of Proposed Amendment 2008-17 for rules on flight crew licensing (FCL NPA) closed end of February 2009. Some 11,000 comments were received and the review process was launched.

Following internal preparations, the first meeting of the FCL.001 review group took place in Cologne from 30 March to 3 April. The group consists of members of the FCL.001 core group, complemented by 14 other experts, coming from the Agency, National Aviation Authorities and different aviation associations and organisations.

The objectives of the meeting were to familiarise all new members of the group with the issues involved, and to conduct an initial review of the comments. Taking into account the high number of comments, it was not expected that the work could be finished during the meeting. The goal was to cover as much ground as possible. Therefore the participants were assigned to several subgroups that discussed comments on different parts of the NPA.

The group held a joint de-briefing at the end of the week to evaluate the progress made and to agree on the working methods for the future. Additionally, the subgroups reported on the topics most commented on. Among these were the new leisure pilot licence and the related medical cer-

tificate, as well as the transition measures for the implementation of the new Part-FCL. At this moment, no final decisions have been taken on any of the issues, but the group has provided valuable input to EASA on how the comments should be addressed.

EASA will now carefully take that input into account to prepare draft replies to the comments, which will then be reviewed by the group during the summer. During this phase, additional input may be requested from the whole group, one subgroup, or some of the group members, based on their expertise. The idea is to have another full meeting of the group in the fourth quarter of 2009 to finalise the work.

Publication of FCL Comment Response Document (CRD) The recent prolongations of the comment periods for the remaining NPAs (air operations, authority and organisation requirements, operational suitability certificate) will have an impact on the publication date of the FCL CRD as well. According to the new schedule, stakehold-

ers have the possibility to comment on the draft rules for air operations until end of July; on authority and organisation requirements until end of May; and on the operational suitability certificate NPA until end of June. The Agency decided to only publish the FCL CRD after having considered comments to these other NPAs as well.

"Publication of the CRDs not before the end of the year."

Such, the Agency wants to ensure coherence between all final elements of the first extension package. A revised planning for the publication of CRDs and opinions to the European Commission will be made available soon (www.easa.europa.eu/flightstandards). Anyhow, publication of the CRDs for all NPAs should not be expected before the end of this year.

Focus on: EASA's new regulatory tasks

Informing stakeholders: the air operations conference

The Flight Standards Department in the Agency's Rulemaking Directorate presented an air operations (OPS) conference, which was held in Cologne on 10 – 11 March 2009. More than 300 participants attended the event which was dedicated to the proposed new rules for air operators.

Proposed new rules: Part-OPS, Subpart OR.OPS, Subpart AR.OPS, Cabin Crew Requirements

On 30 January 2009, EASA published NPA 2009-2 on air operations on the Agency's website. Stakeholders are invited to use the web-based Common Response Tool (CRT) to submit comments and recommendations by 31 July 2009. The proposed new rules in Part-OPS provide technical requirements for air operators. These requirements are applicable to commercial as well as non-commercial operators. EASA also published specific organisation requirements for air operators (Subpart OR.OPS) and the corresponding specific authority requirements (Subpart AR.OPS).

The conference When developing rules, as a general principle, EASA pro-actively seeks to obtain stakeholders' views. One objective of this consultation event was to provide stakeholders with an overview of the EASA parts structure, the related NPA documents and the content of the new rules. The other important objective was to provide a forum for questions from stakeholders.

The active participation during the conference demonstrated the importance of and need for such an exchange of information. The two-day conference was attended by more than 300 participants bringing together representatives of air operators, training organisations, associations, National Aviation Authorities as well as the European Commission.

Each key note presentation was followed by questions and answers and stimulating discussions. Among the issues fiercely debated were - as expected - flight time limitations, cabin crew attestations and medicals, cruise relief pilot requirements and leasing provisions.

The presentations from the conference can be downloaded from the flight standards mini-website (www.easa.europa.eu/flightstandards).

Future consultation events A large number of review groups comprising commercial operators, corporate operators, general aviation and national authorities are working through the NPA documents and are drafting their contributions. EASA

highly appreciates the commitment of so many stakeholders to help create a harmonised high quality set of standards for aviation safety. The Agency will also in future promote and support the review groups through further information events. There are a number of regional OPS workshops organised and planned by national authorities across Europe. More information on dates and places can be found on EASA's flight standard mini-website. EASA also values the invitations received by associations and NAAs to discuss technical issues in more detail.

USEFUL LINKS:

NPA Documents:

http://www.easa.europa.eu/ws_prod/r/r_npa.php

CRT (Common Response Tool):

<http://hub.easa.europa.eu/crt/>

Mini-website flight standards:

<http://easa.europa.eu/flightstandards/>

Regional and central workshops:

<http://easa.europa.eu/flightstandards/events.html>

e-Tool:

<http://rmh.easa.europa.eu>



EASA launches electronic rulemaking handbook

Easy access to current Notices of Proposed Amendment provided as a first step.

The Agency launched on 15 May 2009 its new web-based rulemaking handbook (e-tool) to facilitate access to EASA rules (<http://rmh.easa.europa.eu>). The handbook currently includes Notices of Proposed Amendment (NPA) for air operations (NPA 2009-02B, NPA 2009-02C, NPA 2009-02E) and for organisation requirements (NPA 2008-22C).

The now launched e-tool is a pre-released version of the final rulemaking handbook which will include all adopted EASA rules. The Agency decided to develop such a preliminary version to support stakeholders in the consultation phase of current NPAs.

The new tool allows users to filter rules according to their specifications. After selecting the relevant key words (e.g. operational requirements / non-commercial operation or medical requirements / medical examiners), they receive PDF documents with all applicable paragraphs across the NPAs already integrated in the system. Alternatively, stakeholders can use a full text search function to retrieve the relevant sections. To facilitate the reading it is possible to merge the results into one PDF file.

Any reactions relating to the rule handbook can be sent to e-tool@easa.europa.eu.

Focus on: EASA's new regulatory tasks

Aerodromes and air traffic management: EASA's next extension of responsibilities



The winter 2008/2009 saw regular EU Council working groups dealing with the proposal of the European Commission to further extend the Agency's responsibilities to rulemaking in the areas of aerodromes and air traffic management (ATM). After a general agreement could be reached in early December 2008, the Council continued to debate mainly the aerodrome part of the proposal but also some remaining ATM issues during January and February under the chairmanship of the Czech Presidency. Among the most contentious questions were the possibility to launch a separate aerodrome operator's certificate, and the decision of what type and size of aerodromes should be covered by common safety rules.

On the ATM side, the relationship between safety regulation by EASA and performance regulation through the Single European Sky (SES) framework was also heavily debated.

The discussions in the European Parliament's (EP) Transport and Tourism Committee took place at the same time and led to a quick decision. In March, the Council and EP converged on a joint position which the EP voted on 25 March. The Council still awaits the translations of the legal texts into the remaining 22 EU languages. Therefore the formal adoption of this second EASA extension of responsibilities will most likely take place around the summer break.

It is not expected that in this final stage any of the contents of the recent agreement will be affected.

Such, the period between the issuance of the EASA Opinions (December 2007 for aerodromes and March 2008 for ATM/ air navigation services (ANS)) and the agreement of both "houses" on the legislative proposal was just over one year. This can be considered a huge success. While it can partly be attributed to the momentum created by the upcoming EP elections and the outgoing Commission, this efficient result is also proof of the Opinions' quality and the effective collaboration between EASA and the relevant Commission services during the preparation of the proposal and throughout the legislative discussions in the EP and Council.

As a result, the newly formed Aerodromes and ATM/ANS Department, under its acting Head Jussi Myllarniemi, can now focus its energies on the preparation of the technical Implementing Rules, Alternative Means of Compliance and Certification Specifications for both areas. The deadlines are very challenging. ATM/ANS safety rules have to be adopted and come into effect before the end of 2012, while those for aerodromes have one year more until the end of 2013. There is much to do, and the Rulemaking Directorate will funnel existing and, where possible, new resources into this effort.

// QUICK NEWS / // QUICK NEWS / // QUICK NEWS //



Europe and Canada sign aviation agreement

In May 2009, the European Union and Canada signed a far-reaching agreement on civil aviation safety. The agreement provides for the mutual recognition of certification findings and approvals in the areas of airworthiness of civil aeronautical products, services and manufacturing and maintenance facilities as well as environmental testing of civil aeronautical products.

It foresees a set of procedures and contains technical requirements which, when complied with enable the two sides to validate each other certification findings without a full certification process. The scope of the agreement is clearly linked to trade needs (coverage of those products and

services actually produced by the parties) and the level of reciprocal trust and confidence of the parties in their ability to conduct the related certification tasks and monitor their continuing safety. Canadian and European companies will save millions of euros a year thanks to shorter and simpler, hence also less costly, products approval procedures and mutual acceptance of products' tests. This, in turn, will also facilitate exchanges and healthier competition.

Last but not least, the agreement has the potential to quickly encompass EASA's new fields of responsibilities, such as air operations and pilot licenses.

Agency introduces Enterprises Resource Planning system

On 6 July 2009 the Agency will launch a new Enterprise Resource Planning (ERP) system to establish the financial transparency required by its stakeholders. From this date applicants will be able to apply for certification or approval using web-based forms designed to reduce the scope for error and the time taken to administer the application. Applicants will register to gain access to the system and will receive a unique user name and password. To prepare for the launch the Agency is contacting all

previous applicants with more detailed information on the change, requesting that the contact data it holds be double-checked and corrected as necessary. This initiative will allow the Agency to ensure that it has accurate records and will facilitate the registration process for those applicants who respond. Further details together with the forms and guidance material will be posted on http://www.easa.europa.eu/ws_prod/c/c_app_forms.php over the coming weeks.

Upcoming events

The Agency regularly organises information events related to the extension of responsibilities (air operations, flight crew licensing). These events are either organised centrally in Cologne or in the Member States. An updated schedule can be found at www.easa.europa.eu/flightstandards. All public EASA conferences are also listed on the Agency's main page under "Events".

The Agency will be present with a stand at the Paris Airshow in Le Bourget (15-21 June 2009). Interested

stakeholders and the public are invited to visit us in hall 2A, stand D131. To inform about career opportunities within the Agency, EASA will additionally have a booth in the recruitment hall (hall Concorde, stand number 43) from 19 to 21 June 2009.

The Third EASA Rotorcraft Symposium will this year take place on 2-3 December 2009. A call for papers as well as some general information on the conference will be published on the EASA website soon.

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