



**EASA**  
European Aviation Safety Agency

# **“EASA Corner” What is new at EASA?**

Luc Tytgat  
Thaddee Sulocki  
Matthias Borgmeier

**Your safety is our mission.**

An agency of the European Union 

TE.GEN.00409-001



# Contents

- Agency strategy
- Latest rulemaking developments
- General Aviation initiative
- Safety Information System
- Third country operator (TCO) authorisations
- SAFA internationalisation
- Technical Training - Virtual academy
- Germanwings accident – follow up
- ICAO dimension of ICF
- Safety promotion



**EASA**  
European Aviation Safety Agency

# The Agency Strategy

Luc Tytgat  
Strategy and Safety Management Director

**Your safety is our mission.**

An agency of the European Union 

TE.GEN.00409-001



# Juncker Commission: 10 Priorities

## 1. **Jobs, Growth and Investment**

- ✓ Creating jobs and boosting growth — without creating new debt

## 2. **Digital Single Market**

- ✓ Bringing down barriers to unlock online opportunities

## 3. **Energy Union and Climate**

- ✓ Making energy more secure, affordable and sustainable

## 4. **Internal Market**

- ✓ Stronger industry, fewer national trade barriers, stricter business ethics

## 5. **Economic and Monetary Union**

- ✓ A deeper and fairer economic and monetary Union

## 6. **EU-US Free Trade**

- ✓ Reaching a reasonable and balanced trade agreement

## 7. **Justice and Fundamental Rights**

- ✓ Upholding shared values, the rule of law and fundamental rights

## 8. **Migration**

- ✓ Towards a European agenda on Migration

## 9. **EU as a Global Actor**

- ✓ A stronger global actor

## 10. **Democratic Change**

- ✓ Making the EU more democratic

Commissioner Bulc Focus Areas



# Objectives for the Transport Agencies

## Commissioner Bulc Focus Areas

- ✓ Jobs, Growth and Investment
- ✓ Internal Market
- ✓ EU as a Global Actor
- ✓ Democratic Change



## Objectives for the Transport Agencies

- ✓ Become global leaders
- ✓ One-stop shop for all domain-related matters
- ✓ Efficiency effort to be made, in particular on the simplification of processes
- ✓ Support to the industry
- ✓ Strategic alignment with Juncker's Objectives
- ✓ Innovative funding schemes



***‘Our mission is to provide safe air travel for the citizens in Europe and worldwide.’***



# Agency Strategic Statements

1. Our ambition is to be the foremost Aviation Safety Agency in the world.
2. The Agency works on safety, in a proactive manner, helped by enhanced safety analysis capability.
3. EASA is one system based on partners working in an integrated, harmonised and coordinated manner.
4. The Agency builds on committed, agile and talented staff.
5. Rules are smart, proportionate and contribute to the competitiveness of the Industry.
6. The Agency will continue to be independent from political or economic influence in all its safety actions.



# Agency Vision & Strategic Objectives

**1. Our ambition is to be the foremost Aviation Safety Agency in the world.**

## Objectives for the Transport Agencies

- ✓ Become global leaders
- ✓ One stop shop for all domain-related matters
- ✓ Efficiency effort to be made, in particular on the simplification of processes
- ✓ Support to the industry
- ✓ Strategic alignment with Juncker's Objectives
- ✓ Innovative funding schemes

- ✓ Facilitating competitiveness, innovation and emerging technologies which generate European success
  - Achieving proportionate and performance-based regulatory actions that efficiently maintain safety, stimulate jobs, growth and European industry.
- ✓ Sustaining worldwide recognition for the European aviation safety system
  - Recognition and respect as a strong partner with integrity, transparency and professional excellence.





# Agency Vision & Strategic Objectives

**2. The Agency works on safety, in a proactive manner, helped by enhanced safety analysis capability.**

## Objectives for the Transport Agencies

- ✓ Become global leaders
- ✓ One stop shop for all domain-related matters
- ✓ Efficiency effort to be made, in particular on the simplification of processes
- ✓ Support to the industry
- ✓ Strategic alignment with Juncker's Objectives
- ✓ Innovative funding schemes

- ✓ Applying an advanced, pro-active and systematic approach to aviation safety
  - In consultation with National Authorities and Industry, a Safety Management capability that can programme and deliver effective and robust safety actions.
- ✓ Using information technology to the benefit of the European Safety Management process
  - Managerial and technical processes and interactions with stakeholders are universal, simplified and streamlined



# Agency Vision & Strategic Objectives

**3. EASA is one system based on partners working in an integrated, harmonised and coordinated manner.**

## Objectives for the Transport Agencies

- ✓ Become global leaders
- ✓ One stop shop for all domain-related matters
- ✓ Efficiency effort to be made, in particular on the simplification of processes
- ✓ Support to the industry
- ✓ Strategic alignment with Juncker's Objectives
- ✓ Innovative funding schemes

- ✓ Identifying safety deficiencies and taking corrective actions in a common, coordinated and rapid manner
  - A comprehensive Risk-Based Oversight system provides safety performance monitoring of aviation activities
- ✓ Integrating technical resource management at European level for efficiency, effectiveness and flexibility
  - Competent well trained technical experts can be deployed in a coordinated manner to support safety activities and National Authorities throughout Europe
- ✓ Establishing a new resource scheme to sustain the European aviation safety system
  - One new harmonised financial management mechanism that forecasts revenues and reliably provides funds over the complete business cycle. Cooperative oversight and pooling of experts at EU level are included



# Agency Vision & Strategic Objectives

## 4. The Agency builds on committed, agile and talented staff.

### Objectives for the Transport Agencies

- ✓ Become global leaders
- ✓ One stop shop for all domain-related matters
- ✓ Efficiency effort to be made, in particular on the simplification of processes
- ✓ Support to the industry
- ✓ Strategic alignment with Juncker's Objectives
- ✓ Innovative funding schemes

- ✓ Empowering individuals to develop, engage and grow so as to deliver on our priorities
  - Clear, concise and complete HR policies, procedures and practices that include encompassing recognition, training and development
- ✓ Creating a quality work environment that helps staff succeed
  - Facilities that encourage team work, cooperation and collaboration and encompass a paperless workplace with up-to-date support tools
- ✓ Pledging to improve, refine and simplify processes, procedures and practices so as to drive efficiency
  - Stakeholders receive an efficient, straightforward, quality service at a high level of availability and low level of bureaucracy



# Agency Vision & Strategic Objectives

**5. Rules are smart, proportionate and contribute to the competitiveness of the Industry.**

## Objectives for the Transport Agencies

- ✓ Become global leaders
- ✓ One stop shop for all domain-related matters
- ✓ Efficiency effort to be made, in particular on the simplification of processes
- ✓ Support to the industry
- ✓ Strategic alignment with Juncker's Objectives
- ✓ Innovative funding schemes

- ✓ Redefining and simplifying Rulemaking activities
  - Consultation mechanisms and Rules, Opinions and Guidance that are objective, understandable and responsive to demand
- ✓ Assessing Rules and Regulations to ensure they are effective, proportionate and remain relevant
  - A smart feedback loop constantly improving aviation Rules and Regulations



# Agency Vision & Strategic Objectives

**6. The Agency will continue to be independent from political or economic influence in all its safety actions.**

## Objectives for the Transport Agencies

- ✓ Become global leaders
- ✓ One stop shop for all domain-related matters
- ✓ Efficiency effort to be made, in particular on the simplification of processes
- ✓ Support to the industry
- ✓ Strategic alignment with Juncker's Objectives
- ✓ Innovative funding schemes

- ✓ Demonstrating integrity by assuring technical independence and robustness of safety decision making
  - Technical safety decision making that is objective, based on analysis, impact assessment and fair judgment and not influenced by bias or undue influence
- ✓ Minimising the consequences of political or unexpected constraints that may impact aviation safety
  - Problems are anticipated and countermeasures are enacted so that safety risks are minimised and stakeholder expectations are satisfied



**EASA**  
European Aviation Safety Agency

# Latest rulemaking developments

Thaddée Sulocki  
Deputy Head Policy and Planning Department  
Flight Standards Directorate

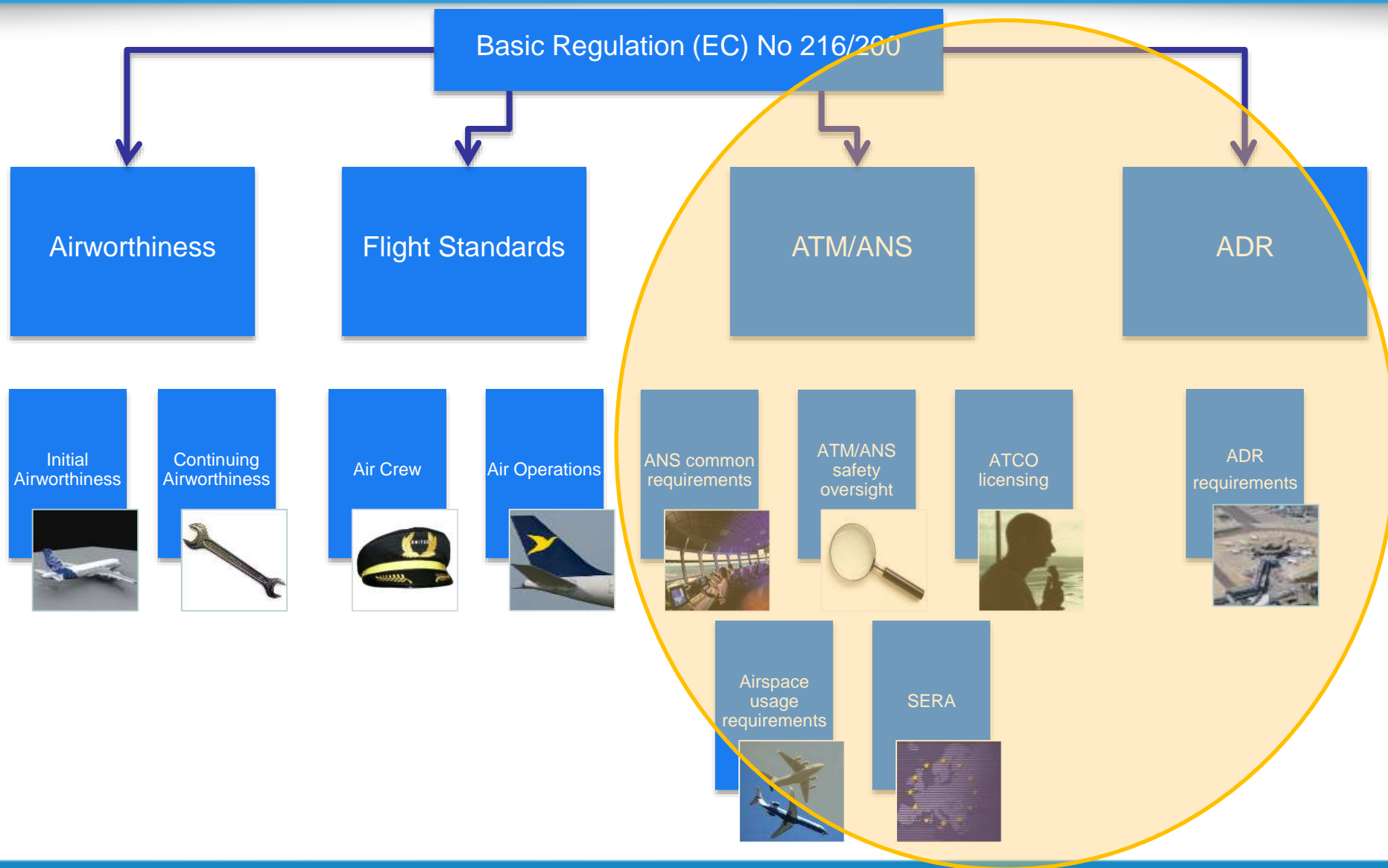
**Your safety is our mission.**

An agency of the European Union 

TE.GEN.00409-001



# Current EASA Regulations





# ATM/ANS Regulations development

## ATM/ANS

### ATCO licencing



### ATM/ANS Oversight



### Common Requirerm.



### AUR and ACAS II



### SERA



&



## SINGLE EUROPEAN SKY

### ATCO Licencing

- AMC/GM on Regulation (EU) 2015/340 issued
- ED Decisions 2015/010/R & 2015/014/R

### Remote TWR

- GM issued -ED Decision 2015/014/R

### Service providers & oversight

- Opinion 03/2014 & 02/2015
- Incl. OR/AR, Assessment of changes, MET & DAT providers
- Regulation – vote Nov 15 (!)

### AIS/AIM

- NPA Q1/2016

### ASD

- NPA Q4/2015

### ATS

- NPA Q1/2016

### PBN implementation

- NPA 2015-01 consulted
- Opinion by 2015

### SERA Part C

- Opinion 04/2014
- Vote - Nov 15N
- NPA 2015-14 on AMC/GM

### HETA

- EASA Report issued

### ATM Safety KPIs – AMC/GM

- RMT.0692 launched - NPA Q4/2015

### SPI 2 Regulation

- draft ToR





# ADR Regulations development

## **Apron Management Services**

- Regulation – pending/vote

## **Rescue and Fire Fighting Services**

- 1<sup>st</sup> phase - Remission factor, cargo flights (etc.)
- NPA on AMC/GM consulted, ED Decision by 2015
- 2<sup>nd</sup> phase - RFFS personnel, NPA by Q1 2016

## **Maintenance of ADR rules**

- Opinion on implementation of new ICAO RWY Approach classification, by 2015
- NPA on CS Issue 3, by 2015
- Focused consultations, November 2015
- Accommodation of Large Aircraft on aerodromes, EASA thematic initiative

## **VFR Heliports at aerodromes**

- NPA in preparation

## **Remote Tower Operations**

- Joint RM task, ED Decisions (AMC/GM) in July15



## ➤ Opinions published:

- PBN
- Helicopter Offshore Operations (HOFO)
- Single engine (turbine) aeroplanes in CAT (CAT SET-IMC)

## ➤ Decisions:

- Carriage of Special Categories of Passengers (SCPs) (RMT.0269)
- Crew resource management (CRM) training (RMT.0411)



# Aircrew and Medical – Deliverables

- ToR for the stakeholder-led RMT.0595 „Review of Learning Objectives and Syllabi for commercial licences and IRs“ was published in March 2015
- ED Decision 2015-012/R with CAT operator ‘Upset Prevention and Recovery’ provisions was published on 04 May 2015, applicable 04 May 2016.
- Notice of Proposed Amendment NPA 2015-13 ‘Loss of Control Prevention and Recovery Training’ was published on 01 September 2015, 2 months commenting period.
- ToR RMT.0696 ‘Implementation of EBT within the European regulatory framework’ published on 03 September 2015
- 5th revision of the Examiner’s Difference document published in May 2015



# Environmental Protection (EP) tasks

Rulemaking Task	Progress - delivered	Next
Implementation of CAEP/9 updates to ICAO SARPs (Annex 16) and guidance material (ETM)	CRD and Opinion published by 12 December 2014	▶ Related ED Decisions will be published when the Implementing Rule enters into force.

- ▶ Affected regulatory material:
  - ▶ EC Regulation 216/2008
  - ▶ EU Regulation 748/2012
  - ▶ CS-34 and CS 36
- ▶ Changes to Reg 216/2008 and 748/2012 were adopted on 9 July 2015 at unanimity.  
Official publication expected in November 2015



# EP tasks - CAEP 9 changes

- A new noise standard (Chapter 14) for jet and heavy propeller driven aeroplanes
- Upgrade of existing guidance material for noise certification of tilt-rotor aircraft to new standard (Chapter 13)
- Technical and editorial improvements to Annex 16 (Volumes I and II), and ETM (Volumes I and II)



# Initial Airworthiness – Recent change

- **Commission Regulation (EU) 2015/640** on additional airworthiness specifications for a given type of operations (Published: 23 April 2015)
  - New Implementing Rule: Part-26
  - Transfer of JAR-26
  - 2 years transition
- **ED Decision 2015/013/R for CS-26 - Issue 1** (Published: 11 May 2015)
  - New CS-26: standard for complying with Part-26
- Part-26/CS-26 will be used for other 'retroactive' airworthiness requirements



# Initial Airworthiness – Recent change

- **ED Decision 2015/016/R (08.07.2015):**
  - CS-STAN: a new CS for standard changes and repairs
  - Result of GA Roadmap
  - Allows installation of (safety-) equipment without approval
  - Phase 2 rulemaking starting 4Q 2015



# Initial Airworthiness - Drones

- A-NPA 2015-10 issued 18-08-15: regulatory framework
  - Operation centric
  - Risk based: 3 categories:
    - Open: low risk
    - Specific: increased risk: risk assessment > operations manual
    - Certified: similar to manned
  - Scope:
    - whole weight range
    - Commercial and non-commercial
  - 3400 comments received
- Next steps:
  - Meeting authority drone experts: early November
  - Technical opinion to Commission in December





# Initial Airworthiness - Cabin Air Quality (1)

- High media attention
- So far:
  - No unsafe condition justifying EASA rulemaking
  - No health evidence justifying EASA rulemaking
- Continue monitoring (safety, but also health)
  - Corrective action when necessary (product specific)
- Participation in standardisation bodies:
  - SAE ARP4418 revision (standard on bleed air sampling for contaminants): EASA member
  - CEN Project Committee “Cabin air quality on civil aircraft – Chemical agents”: EASA observer



# Initial Airworthiness - Cabin Air Quality (2)

## ➤ EASA research

### ➤ Ongoing: Flight measurement campaign

➤ Report 04Q2016

### ➤ New: Characterisation of the toxicity of aviation turbine engine oils after pyrolysis

➤ 1 year project

## ➤ EC research

### ➤ Project to be launched 01Q2016 with DG MOVE CfT

### ➤ Technical Specs to be prepared by EASA – follow-up of the EASA flight measurement campaign

### ➤ Project Management by EASA

## ➤ Other topics may be launched in the future

### ➤ E.g. proposal to Clean Sky JU in the area of decontamination means



# Initial Airworthiness – CS-23 reorganisation

- New approach in certification standard:
  - High level objective rules in Book 1
  - Requirement levels based on number of pax.
  - AMC: Industry standards (developed by ASTM with authority involvement)
- Harmonise with FAA Part-23
  - Challenge: FAA 'ex-parte' (no communication)
- A-NPA 2015-06 issued to consult on concept; positive feedback
- NPA to be issued ASAP after publication of FAA NPRM using window of open communication (Jan. 2016)
- New CS-23: 3Q 2016



# Continuing Airworthiness

## **Regulation (EU)2015/1088:**

- Published on 7<sup>th</sup> July 2015.
- Entered into force on 27<sup>th</sup> July 2015.
- Introduces the changes coming from the Phase I of the Part-M GA Task Force (mainly maintenance programmes and airworthiness reviews).
- Related AMC/GM issued in October 2015.

## **Regulation (EU)2015/1536:**

- Published on 27<sup>th</sup> September 2015.
- Entered into force on 17<sup>th</sup> October 2015.
- Not applicable until 25 August 2016.
- Introduces amendments related to:
  - ACAM (Aircraft Continuing Airworthiness Monitoring for NAAs).
  - Critical Tasks.
  - New Part-T for third country aircraft.
  - Change from “large aircraft” to “complex motor-powered aircraft”.
- Related AMC/GM will be issued before summer 2016.



## EAS/ASA/202015



# Continuing Airworthiness

- Opinion 07/2015 urgently published on 12 October 2015.
- Expected to be discussed in the EASA Committee of November 2015.
- Addresses the immediate safety concern created by a significant number of reported fraud cases during Part-147 stand-alone basic examinations (those not linked to a basic training course).
- Proposes certain limitations to the Part-147 stand-alone basic examinations when they are performed outside the locations listed in the approval certificate. These examinations can only be done if:
  - they are done through an EQCB (European Question Central Bank), or
  - in its absence, the NAA selects the questions of the examination.



## **CS-STAN: Standard Changes and Standard Repairs**



# Continuing Airworthiness

**CS-STAN published on 09 July 2015 (Decision 2015/016/R):**

- **Introduces certain Standard Changes and Standard Repairs, which do not need to go through the EASA or DOA approval process.**
- **Similar to the FAA AC43-13, but replacing the field approval of the FAA system (which does not exist in Europe) by the release issued by maintenance certifying staff.**
- **CS-STAN refers to certain repairs/changes included in FAA AC43-13 and in certain existing national documents.**





## **Part-M Light (Part-M GA Task Force Phase II)**



➤ Proposes a Light Part-M with the following features:

- EASA/2015



# Continuing Airworthiness

## (continuation):

- Defects on non-required equipment may be deferred by the pilot.
- Defect on required equipment may be deferred per the MEL.
- Other defects may be deferred by the pilot with the authorisation of the owner (only for non-commercial aircraft).
- Guidance on how to assess the risk of a particular aircraft for the purpose of deviations to recommendation from Design Approval Holder based on the FOCA proposal.



## **B2L and L Part-66 licences**



# Continuing Airworthiness

The new B2L and L Part-66 licences (for General Aviation) were proposed in Opinion 05/2015 on 22 June 2015.

The Opinion was presented to the Commission and the Member States in the EASA Committee of July 2015.

Will be discussed in detail in the EASA Committee of November 2015.



**EASA**  
European Aviation Safety Agency

# GA Road Map: Working towards



Matthias Borgmeier  
Acting Head of Technical Cooperation Programmes section  
Head of Technical Training section





## Background and principles



# Motivation and problem



Avert a dramatic loss of activity as a result of complex and disproportionate rules



Necessary to adopt a specific new approach for GA in order to assure a sustainable development of the sector in Europe





## European GA Safety Strategy

## European Roadmap for regulation of GA



# Strategic direction - six principles

**P1:** One size does not fit all (reduce cliff-effect)

**P2:** Philosophy of minimum necessary rules

**P3:** Adopt a risk-based approach (risk-hierarchy)

**P4:** Protect “grandfather rights”

**P5:** Apply EU “Smart Regulation Principles”

**P6:** Make best use of available resources/expertise



# Risk Based Approach

transport

business

training

sport

More Protection



Same safety level:

- Not feasible
- Not what public expects
- Against ICAO endorsed philosophy

But:

More Freedom



**Specific risk categories are associated with specific GA activities.**



## Key deliverables



# GA Roadmap deliverables – Completed (1)

- Changes in Basic Regulation for a more proportionate framework for GA ✓
- Part-M: Maintenance Phase 1 ✓
- CS-STAN: Standard Changes & Repairs Phase 1 ✓
- B2L and L License: GA Maintenance Licenses - Opinion ✓
- GA Data survey ✓



## GA Roadmap deliverables – Completed (2)

- Air Crew Regulation: more flexibility for GA ✓
  - Validation of FAA STCs – Just a rubber stamp! ✓
  - Changed principle from ‘organisation’ to ‘individual’ focus ✓
  - Changed focus from rulemaking to safety promotion ✓
- Job done, but work continues... ✓

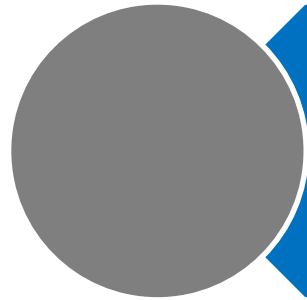


# GA Roadmap deliverables – 2016 & 2017

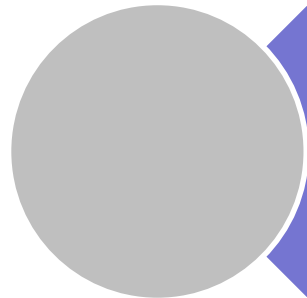
- Private pilot training outside ATO – NPA (Q1 2016)
- Access to IFR Flying – Concept Paper (Q4 2015)
- OPS regulation: more flexibility for GA – EASA CMT(Q1 2016)
- New Balloon Regulation: OPS Balloon Annex – Opinion (Q1 2016)
- Part-M Light: Maintenance Phase 2 – Opinion (Q1 2016)
- B2L and L: GA Maintenance Licenses – Decision (Q2 2016)
- CS-23 Reorganisation – NPA (Q2 2016)
- New sailplanes regulation - (Q4 2016 - tbd)
- Simpler Certification Process for GA – Decision (Q1 2017)



# Summary – EASA GA roadmap activities



On track



Deliverables continue in 2016  
and 2017



Shift not just on paper rules  
but also in culture and  
mindset







# To find out more!

**Simply go and visit the EASA website:**

**GA Road Map: <http://easa.europa.eu/ga>**





**EASA**  
European Aviation Safety Agency

# Safety Information System

Thaddée Sulocki

**Your safety is our mission.**

An agency of the European Union 

TE.GEN.00409-001



## Regulatory Framework



ICAO Annex 8 Chapter 4;



Regulation (EC) 216/2008 (Basic Regulation)



Regulation (EU) 748/2012 (Part 21)



Regulation (EU) 1321/2014 Annex I (Part M)



- Determination of an unsafe condition and sufficiency of proposed corrective action (guidance material):
  - **AMC 21A.3B(b) Unsafe condition**
  - **GM 21A.3B(b) Determination of an unsafe condition**
  - **GM 21A.3B(d)(4) Defect correction – Sufficiency of proposed corrective action**



# Safety Information System

## ➤ EASA internal procedures on continuing airworthiness:

<http://www.easa.europa.eu/certification/internal-working-procedures.php>

## ➤ MCAI

- Proposed AD (PAD), AD, Final AD with Request for comments, Emergency AD (EAD), Emergency Conformity Information (ECI)
- Revision, Supersedure, Cancellation, Correction
- AMOC to AD
- Foreign State of Design AD (adoption)
- The full MCAI process is described [here](#)

## ➤ Non-MCAI

- Safety Information Bulletin (information only)
- Foreign State of Design advisory/information documents (endorsement)

IMPORTANT: EASA PCMs are responsible for the technical content of ADs!



# Safety Information System

## ➤ EASA ADs:

➤ Applicable in  +  +  +  + 

➤ Distributed to  Member States

## ➤ EASA AD publication web tool:

➤ <http://ad.easa.europa.eu/>

➤ Free online subscription

➤ Automatic notification tool, filtering per product(s)

➤ Includes all EASA + many  (former) State of Design ADs

➤ Since September 2008: New Foreign State of Design ADs:





# Safety Information System

- Safety information Bulletin (SIB)
- Information tool to alert, inform and draw the attention safety issues
- Non-mandatory information and guidance not qualifying for an airworthiness directive
- Categories of SIB introduced in October 2014: Airworthiness; Operations; ATM/ANS; Aerodromes
- SIB drafts are sent to NAAs and to other interested parties (e.g. airlines associations) for consultation
- EASA/Foreign SIBs, are published since September 2008 on EASA web tool:  
<http://ad.easa.europa.eu/sib-docs/page-1> (non-MCAI)



## Considerations:

- EASA AD are addressed to the design approval holder
  - Reason 1: any EASA AD is a design related decision affecting the TC/TSO and its holder
  - Reason 2: the Agency cannot issue binding decisions of general applicability (EU Regulation)
- EASA AD applicability is limited to models of the affected type already certified at the time the AD is issued





**EASA**  
European Aviation Safety Agency

# EASA TCO Authorisations

Thaddée Sulocki

**Your safety is our mission.**

An agency of the European Union 



# „One stop shop“ principle

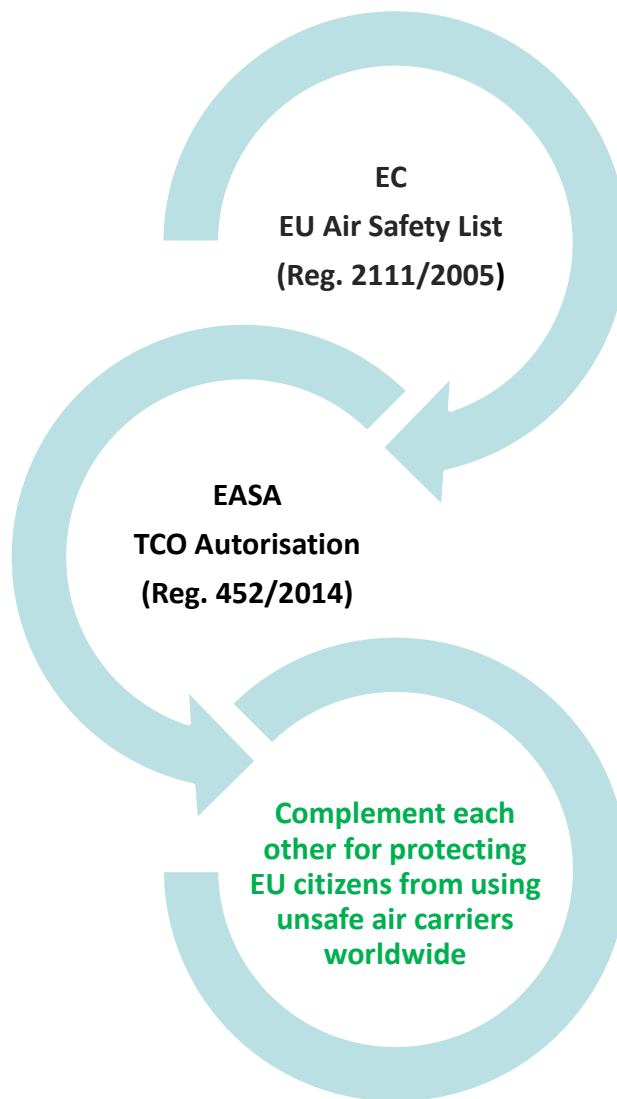
- A single European system for vetting the safety performance of foreign (non-EU) commercial air transport (CAT) operators.



- The authorisation issued by EASA will become a prerequisite for EU Member States to grant operating permits



# Coordination with EU Air Safety List



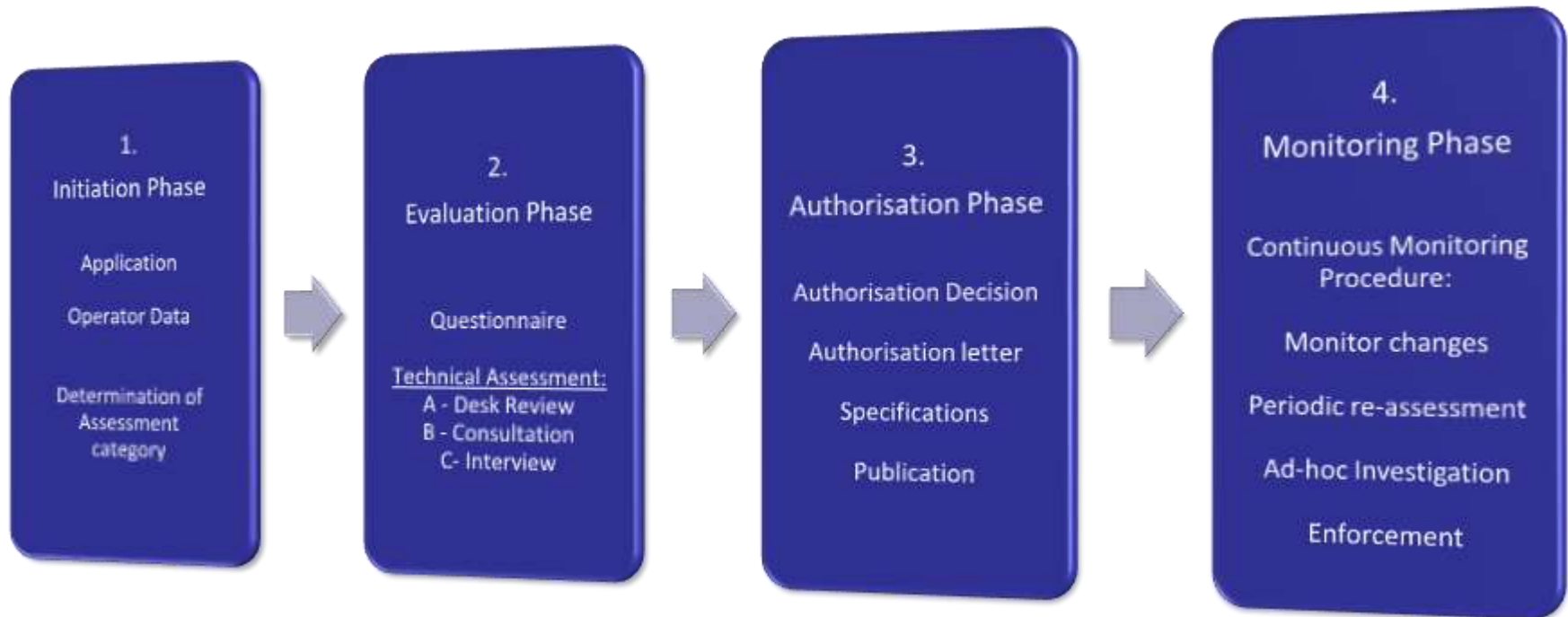


# Authorisation – Principles

- Applicant TCO: demonstrate ICAO compliance to EASA
  - By means of questionnaires and declarations; evidence; technical meetings
- EASA: issue TCO Authorisation
  - in the absence of any significant safety concern pertaining to the State of Operator; and
  - when EASA has established confidence into the AOC of the applicant
  - EASA TCO Authorisations will be a validation of the underlying AOC
- TCO Authorisation
  - issued with unlimited duration (non-expiring)
  - Specifies privileges and scope in associated TCO Specifications (not exceeding AOC scope)
- Audits under Part-TCO only
  - during initial assessment for applicants subject to an EU operating ban; or
  - for the validation of corrective actions when EASA has taken enforcement action (i.e., suspension of a TCO authorisation).



# TCO Authorisation Process





# Key Principles

1. **Legal basis: Commission Regulation (EU) No 452/2014**
2. **Applicable to TCO engaging in commercial operations in EU**
3. **Entry into force 26 May 2014; End of transition period 26 November 2016**
4. **Assessment against ICAO Standards (not EU regulations)**
5. **Authorisation based on EASA's confidence in a foreign AOC**
6. **Data-driven, risk-based assessment (4 different categories)**
7. **Validation of foreign AOC within scope of operations specifications**
8. **Monitoring of safety performance for authorised operators**
9. **Member States continue to issue operating permits**
10. **Free-of-charge**
11. **Online TCO Web Interface, managing whole TCO process**
12. **TCO website with comprehensive FAQ section: <http://easa.europa.eu/TCO>**
13. **Status: 700+ applications received (7,500 aircraft); 100+ already authorised**



**EASA**  
European Aviation Safety Agency

# SAFA “Internationalisation”

Luc Tytgat

**Your safety is our mission.**

An agency of the European Union 



# What is the EU SAFA programme

- The EU SAFA programme is the World largest and most recognised ramp inspection and safety information sharing programme.
- It comprises 48 full members.
- Recently, the UAE, Singapore and Morocco became full members and in the future Canada and Israel, after successful completion of an EASA standardisation.





# Objectives

- Support TCO investigations

(EASA Mission: Ensure the highest common level of safety protection for EU citizens)

- Support Safety Management in Europe

(EASA Mission: Ensure the highest common level of safety protection for EU citizens)

- Promote EASA views and tools worldwide

(EASA objectives [BR]: to promote Community views regarding civil aviation safety standards and rules throughout the world)



# Criteria for new members

- Good safety records
- Technical capability
- Important hubs
- Overall partnership considerations



**EASA**  
European Aviation Safety Agency

# Virtual Academy & Technical Training

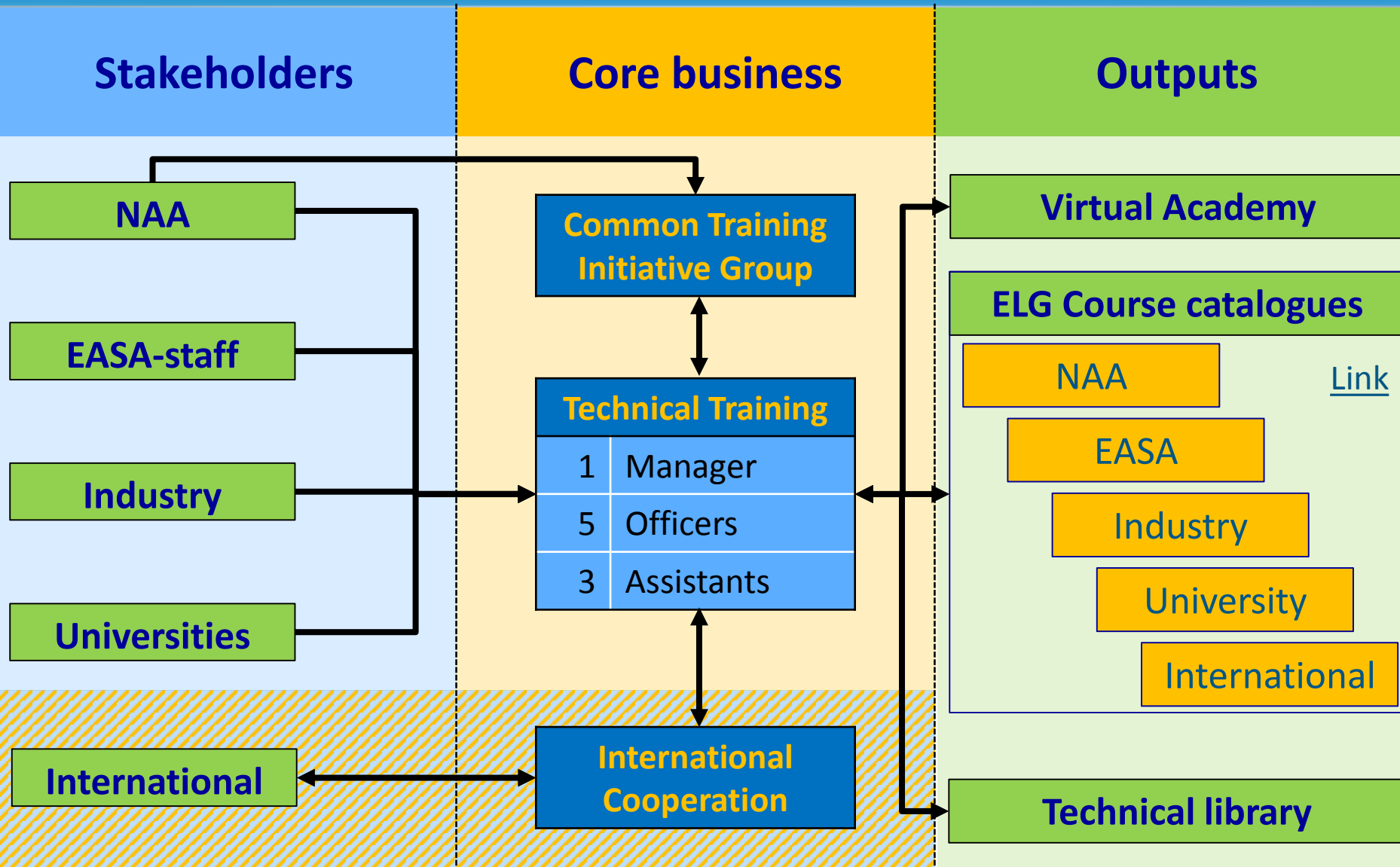
Matthias Borgmeier  
Technical Training / Technical Cooperation  
International Cooperation Department

**Your safety is our mission.**

An agency of the European Union 



# Technical Training - Overview





the agency



newsroom & events



EASA & you



regulations



document library

#### ONLINE SERVICES

Official Publication

AD - Airworthiness Directives

AP - Applicant Portal

CRT - Comment Response Tool

ELG - EASA Learning Gateway

eRecruitment

Simulation  
as Information

#### READ MORE

Data protection

Disclaimer & Copyright Notice

Integrated Management System

Stakeholder feedback

Sitemap

ESSI - European Strategic Safety Initiative

#### CONNECT WITH EASA

Follow us on Twitter

Follow us on Facebook

Read RSS Feed

Subscribe to EASA updates



Contact us



Website feedback



FAQs



## Ensure continuous competence of their staff







# Network structure and rationale



- Relevant regulatory training for MS NAAs  
Inspectors aligned with EASA requirements and interpretations
- Provide flexible availability for those NAAs without an internal training capacity
- Enhance far reaching capability through the use of participating organisations' field offices and multilingual course delivery
- Testing platform: Inspectors are tested using EASA e-examination (MCQs & scenario based exams)



# Common Training Initiative Group - CTIG



- Open to EASA and the NAAs of all ECAC countries (& non-EU NAAs / organisations)
- Main objectives: to share and possibly coordinate training initiatives (mainly on approval and oversight activities)
- Coordination of efforts (wide scope of activities)
- Advisory type of activities: “Best practices”





**EASA**  
European Aviation Safety Agency

# EASA action following the 24 March 2015 Germanwings Accident

Thaddée Sulocki

**Your safety is our mission.**

An agency of the European Union 



# Germanwings Accident

- Germanwings flight 4U 9525, Barcelona to Düsseldorf on 24 March 2015
- 144 passengers & six crew members
- Airbus A320-200 registered D-AIPX
- Crashed in the French Alps, some 100 kilometres northwest of Nice
- Safety investigation led by the French Civil Aviation Safety Investigation Authority (BEA)



# Developments Following the Accident

## ➤ **24 March**

- Accident confirmed & BEA investigation initiated (10:15 LT)
- EASA appointed as technical advisor to the investigation
- Cockpit Voice Recorder (CVR) found (afternoon)

## ➤ **25 March**

- EASA joins “Go-Team” sent to the accident site

## ➤ **26 March**

- Marseille public prosecutor: “crash was intentional”

## ➤ **27 March**

- EASA published a **SIB recommending** airlines to have 2 crews in cockpit at all times of the flight



# EASA Involvement in the Investigation

- EASA acted as advisor on
  - Risk assessment regarding reinforced cockpit doors
  - Regulations on crew incapacitation, medical checks
- Documents released to BEA
  - Standardisation report on LBA
- Feedback provided on draft preliminary investigation report
  - Report published on 6 May 2015
- Continued work with BEA (medical aspects)



# Establishment of Task Force

- Established on 7 May 2015
  - Following EC request to look into the findings of the BEA France preliminary investigation report
- Presentations from invited experts on identified issues (“hearing principle”)
- In parallel to the BEA France independent safety investigation
  - Different timescale & objectives



# Main Themes

- The Task Force **looked** into:
  - Cockpit doors
    - Entry and exit procedures, manual door locks
  - Aeromedical checks
    - Initial and continuous assessment of pilots
    - Psychological tests
    - Drug & alcohol testing
    - Aeromedical examiner framework
    - The potential for an aeromedical data **repository**
  - Social responsibility and pilot work environment
    - Awareness and reporting of mental health issues



# Work & Conclusions

- Input received from
  - FAA work on pilot fitness
  - German Aviation Association (BDL) group on the Germanwings accident
- Final Task Force meeting **took place** in mid-July
- Task Force Report, **including six recommendations** submitted to the EC this summer



# Action Plan to implement the recommendations

- Action plan published on 20 October 2015
- 1st milestone is a world-wide workshop on Aircrew Medical Fitness on 7 and 8 Dec 2015 with more than 170 participants
- Based on the outcomes of the workshop regulatory and other measures will be put in place by Dec 2016 to implement the 6 recommendations





**EASA**  
European Aviation Safety Agency

# ICAO issues and ICF community

## - what can we offer ?

Thaddée Sulocki

**Your safety is our mission.**

An agency of the European Union 



# EASA Compliance Checklists

Developed by EASA rulemaking officers

Based on EU safety rules

Submitted to ICAO for the continuous monitoring of EASA

Available on SINAPSE

Annexes covered: 1, 6, 8, 14, 16, 18,19

In the near future: 2, 3, 10, 11, 15



Feel free to use them!



# EU replies to ICAO state letters

## Coordinated EU replies to state letters

- EC reply, recommendation to EU MS

## Developed by EASA

- Consultation with EU MS
- Approved by EC

## Mostly on proposals to amend annexes

## Available on SINAPSE for your perusal



**EASA**  
European Aviation Safety Agency

# Safety Promotion

Luc Tytgat

**Your safety is our mission.**

An agency of the European Union 



# Safety Promotion

- One of the components of the ICAO State Safety Programme (SSP) framework (Annex 19)
- One of the 3 instruments to address safety risks
  - Safety Promotion
  - Rulemaking
  - Focused Oversight
- Role in the European Plan for Aviation Safety (EPAS)



# What does it look like?





# Three Safety Promotion Paths

- EASA Safety Promotion, 'Fly Safely'
- European Strategic Safety Initiative (ESSI), *currently being reviewed*
- Network of Safety Promoters (NoSP), *currently being established*







## ➤ General Aviation Loss of Control Inflight (LoC-I)

The screenshot shows the EASA website's General Aviation section. The header includes the EASA logo and navigation links: 'the agency', 'newsroom & events', 'EASA & you', 'regulations', and 'document library'. A search bar is also present. The main content area is titled 'General Aviation' and features three columns of links: 'GA Roadmap', 'GA Support', and 'Flying safely'. The 'Flying safely' column includes a link for 'Loss of Control (LoC-I)', which is circled in red. Below these columns, there is a paragraph of text and a social media sharing bar.

**EASA**  
European Aviation Safety Agency

the agency | newsroom & events | EASA & you | regulations | document library

Home > EASA & you > general aviation

### General Aviation

- Aerodromes
- Aircraft & products
- Aircrew & Medical
- Air Operations
- Air Traffic Management
- Civil Drones (RPAS)
- General Aviation**
  - GA ROAD MAP
    - Overview
    - GA Talking points
    - GA Objectives
  - GA SUPPORT
    - Licensing for General Aviation
    - Operations in General Aviation
    - GA Leaflets: Flying in the EU
  - FLYING SAFELY
    - Loss of Control (LoC-I)

**GA Roadmap**  
Overview  
GA Talking Points  
GA Objectives

**GA Support**  
Licensing for General Aviation  
Operations in General Aviation  
GA Leaflets: Flying in the EU

**Flying safely**  
Loss of Control (LoC-I)

Use the links above to find out more about the activities of the Agency towards simpler, lighter, better rules for General Aviation (GA Roadmap), to find out what is applicable Europe-wide (GA Support) and to get information on how to fly safely with your GA aircraft (Flying safely).

More information on the [European Central Question Bank](#) (used in theoretical knowledge examinations for Instrument ratings).

Get | Share | Tweet | Like





## ► Drones Leaflet (draft)





# What's next?

- Further strengthen safety promotion:
  - In co-operation with Member States
  - In co-operation with Industry and the Community
  - Integrated in the Safety Risk Management process
  - Objective-based by integrated planning and programming (EPAS)
  - Develop safety promotion tasks with and approach comparable to rulemaking tasks