



Volcanic ash: EASA helps define roadmap for a new European approach

Patrick Goudou, EASA Executive Director

From the outset of the volcanic ash crisis, the Agency cooperated with a wide range of stakeholders including aircraft, helicopter and engine manufacturers, National Aviation Authorities of the Member States, the Federal Aviation Administration (FAA), the Brazilian National Civil Aviation Agency, Transport Canada and the Association of European Airlines (AEA) to ensure flight safety when re-opening European airspace.

EASA helped define operational criteria for flights in airspace with a low contamination of volcanic ash: on 23 April, the Agency issued a Service information Bulletin (SIB) for operations and inspections in airspace with a low contamination of volcanic ash. On 21 May, EASA released a second SIB, combined with Eurocontrol charts to help minimise further airspace closures in Europe.

At the end of June, EASA convened a meeting with the research community and the Volcanic Ash Advisory Centres to evaluate improvement in measurement, detection and models. And by August, EASA will have better data on engine and airframe tolerances from manufacturers.

EASA will review the data so as to establish a procedure which could form the basis for the way forward towards a new European approach.

Establishing firm airworthiness criteria in volcanic ash conditions is a long process. But the actions we have taken are aimed at making sure that an appropriate procedure is rapidly defined. In accordance with our competence in the area of airworthiness, we want to ensure that, in future, high levels of safety standards can be maintained without a breakdown of European air traffic. ■



How do we handle Safety Recommendations?

At European Union level, the basic principles governing the investigation of accidents and serious incidents are included in the Directive 94/56/EC of 21 November 1994. This Directive is compliant with international recommended practises as described in Annex 13 to the Chicago Convention. According to those principles, accidents and serious incidents have to be investigated. Investigation reports and the related safety recommendations are communicated to the competent aviation authorities for consideration and appropriate action, where needed.

Regulation (EC) No 216/2008 of the European Parliament and of the Council of 20 February 2008 defines the objectives of the EASA. It states that "Results of air accident investigations should be acted upon as a matter of urgency, in particular when they relate to defective aircraft design and/or operational matters, in order to ensure consumer confidence in air transport".

Thus, the handling of the safety recommendations in both an expeditious and responsible manner constitutes one of the pivotal responsibilities for EASA.

Within the Safety Analysis and Research Department, the Accident Investigation section is responsible for handling and following up Accident Investigation reports and their related recommendations issued by the Accident Investigation Bodies (AIB) and addressed to EASA.

In order to perform its main task, the Internal Accident Investigation Committee (IAIC) has been set up as a mechanism for contributing to the achievement of an accurate, practical, coordinated and timely approach to the investigation and safety recommendations. The Internal Accident Investigation Committee consists of appointed representatives of the Executive, the Certification, the Approvals and Standardisation and the Rulemaking Directorates.

The IAIC is responsible for allocating Safety Recommendations, monitoring their progress and validating the replies provided. The final approval is granted by the Head of the Safety Analysis and Research Department on behalf of the executive Director.

The deliverables are the papers and minutes of the Internal Accident Investigation Committee (IAIC), the statistics proposed to the EASA Internal Safety Committee (ISC) and the Annual Safety Recommendation review.

The Annual Safety Recommendations review presents the statistical status of the final safety recommendations addressed to EASA in the considered year and gives an overview of the replies provided. This review provides a feed back on the follow-up given for transparency openness, and accountability purposes.

During the year 2009, 108 final safety recommendations were addressed to EASA. These safety recommendations were related to 51 different events. As observed, in 2009 the number of final safety recommendations increases by 90% in relation to 2008. ■

The 2009 review is available on the EASA website Safety recommendation which has taken its final form, usually contained in an investigation report.

A step ahead for Pilot Licensing

The NPA on Part FCL attracted around 8,000 comments. Where you surprised, and which were stakeholders' main issues?

→ **Micaela** We were expecting a lot of comments as the scope of the proposals was wide. Pilot Licensing affects many people in Europe.

The main issues were the new issues. JAR FCL¹ already contained some common requirements for Pilot Licensing in Europe. But, with the Basic Regulation² the scope became wider. It also covers aircraft and licences that were not included in JAR-FCL.

How did you manage the comments, and did you get help to answer them?

→ **Micaela** The Agency did not work on its own. Besides those people that already had been involved in the drafting phase of the NPA, the FCL.001 review group was composed of new experts in order to gain a fresh perspective. All specialists come from industry and NAAs.

Also, we involved a number of people from the Agency's Certification and Standardisation Directorates for some specific technical issues. We also had help from several Seconded National Experts which joined the Agency's Rulemaking FCL team to help us in the work with the comments.

Furthermore, we had additional expert groups for specific issues. One example is the flight test pilot rating, another example are the requirements for high performance complex single-pilot aeroplanes, which include those aircraft known as Very Light Jets (VLJs).

Can you elaborate on the new licences - those that were not regulated under JAR-FCL?

→ **Matthias** We have to distinguish between the future Light Aircraft Pilot Licence (LAPL), and the three private pilot licences for balloons, sailplanes and airships. As for the LAPL, the Basic Regulation asked us to introduce a new licence called 'Leisure Pilot Licence'. However, we were asked in numerous comments to rename it. It is therefore now called 'Light Aircraft Pilot Licence'. We will have four LAPL categories: sailplanes, balloons, helicopters and aeroplanes.

The main aim was to re-vitalise General Aviation by creating a kind of "entry-licence" for private pilots tailored to the complexity of the aircraft. This licence is more innovative and accessible than JAR-FCL.

We had a specific drafting group dealing with the LAPL. The work was mainly based on already existing national systems.

The Basic Regulation also established some specific requirements for the LAPL medical certificate. The proposal is to have a separate Medical issued by a

The Notice of Proposed Amendment (NPA) for Flight Crew Licensing (FCL) was open for public consultation between June 2008 and February 2009. During this time, more than 8,000 comments were made by industry and national authorities. The Comment-Response-Document, which contains the adapted draft rule, was published in April 2010. The CRD is the final step before the final adjusted proposal, the Agency Opinion, will be sent to the European Commission end of August this year.

The FCL core team of EASA's Flight Standards Department in the Rulemaking Directorate has been working hard on the preparation of the task and sub-tasks, the drafting of the NPA, the reviewing of the comments and their inclusion in the draft text where accepted, and on the coordination of the drafting and review groups. An important task is the communication with stakeholders, whether in information meetings, through the Flight Standards mini-website and the EASA Newsletter, or by acting as a focal point for individual requests. The work is ongoing, but a milestone has been reached.

This is what they told EASA NEWS:

General Medical Practitioner (GMP), if so permitted under national law. This project is still under development and the Comment-Response Document (CRD) will be published soon.

These are some of the elements of the future Light Aircraft Pilot Licence. In order to get the full picture, we should also mention the additional licences on the PPL level. The JAR-FCL rules only contained the PPL, the private pilot licence for aeroplanes and helicopters. We added three other private pilot licences – for sailplanes, balloons, and airships.

You described some of the main elements of the future LAPL licence. Is it true that there is a specific instructor privilege for this licence?

→ **Matthias** Yes, it will be the Light Aircraft Flight Instructor certificate – the LAFI. This specific category of instructors is based on a proposal developed by the drafting group for the LAPL. It must be highlighted that the instructor category for the Private Pilot Licence (PPL) – the Flight Instructor (FI), which is an instructor rating already in place under JAR-FCL – requires Commercial Pilot Licence (CPL) theoretical knowledge, some instrument training as a pre-requisite and a practical training with a relatively high amount of flying hours during the course.

These criteria were not easy to fulfil and the consequence was a lack of instructors in the private, recreational sector of General Aviation (GA). From the beginning, we had the idea to not only transfer

the FI but also develop a separate instructor category based on the LAPL. This instructor category is established on a lower level of pre-requisites and a reduced amount of training during the course, using a slightly different training syllabus than for the FI course.

So, based on the group's proposal the Agency developed the LAFI certificate. Although some training requirements are less demanding than for the FI, the Agency is fully convinced that the experience, skill and the competencies required at the end of the course guarantees that a high level of safety will be reached during the LAPL training later on.

Furthermore, the introduction of this next generation of European instructor categories will allow the small non-complex General Aviation training organisations to have more instructors in future. Together with the mandatory training flights, which has now been introduced for all private licences, the LAFI will not only be the key factor for the LAPL training but also an important element to revitalise and support the General Aviation training community.

What about other national training elements, for example the ratings for specific activities?

A lot of the future ratings are already in place in several member States. However, the requirements



Photo: The EASA team dealing with Flight Crew Licensing issues (from left to right): Bas van der Weide, Micaela Verissimo, Jens Krüger, Gerda Pardatscher, Sue Bidmead, Henry Rodenburg, Jean-Marc Cluzeau (Head of Flight Standards), Matthias Borgmeier, Missing: Annette Ruge (FCL Manager).

have not yet been harmonised so far. These ratings can be attached to the LAPL or to the other licences. We should mention the four main ratings here: the aerobatic rating, the rating for towing of banners or sailplanes, a new mountain rating based on the existing national requirements in France and in Switzerland, and finally the night rating.

Based on the input received with the comments, we introduced a number of last-minute changes in order to solve some issues or clarify certain training elements for specific aircraft categories. The training requirements will reflect the successful and safe experience already gained in several Member States and should encourage licence holders to start with their training for these additional ratings.

Gerda, have you begun to fly yourself? And what was your main focus of work before you joined EASA?

→ **Gerda_** I'm a student pilot and will hold the PPL. In Austria, I was mainly involved in the approval and oversight of training organisations.

Matthias, you are the focal point for GA. What kind of licences do you hold? Are you an active pilot yourself?

→ **Matthias_** Yes – I was a very active GA pilot, instructor and examiner before I joined the Agency. My main activities were, and still are, flying sailplanes, touring motor gliders, aeroplanes and bal-

loons. I hold the German glider pilot and balloon pilot licence and the JAR-FCL PPL(A) with instructor privileges.

That brings us to transition measures. How would you convert your different licences into a Part-FCL licence?

→ **Matthias_** The Cover Regulation, which is published with the CRD, already indicates that the JAR-FCL licences will be considered as Part-FCL licences. This means that all pilots holding a PPL(A) or PPL(H) based on JAR-FCL training can continue without any changes.

We received a lot of questions from pilots holding a national licence such as a glider pilot licence. They wonder what will happen to their national licences. The conversion of these licences will be based on a conversion report to be established by the Member States. For example, I expect that my German sailplane pilot licence, as it is ICAO based, will be converted into the future Sailplane Pilot Licence (SPL). However, we should stress that our main goal is that all pilots who have a certain privilege today should keep it with the new licence.

And what is happening with the micro light aircraft?

→ **Matthias_** A typical example of aircraft not covered by this regulation, as listed in Annex 2 of the Basic Regulation, are the microlight aircraft

which will remain under the remit of the Member States. There are two main groups of microlights: The weight-shift type, like a hang-glider flown but with an engine, and the type with three axes, like a small aeroplane. They will remain under national legislation.

But it should be highlighted that we will introduce a new crediting system that may help these pilots. For the Light Aircraft Pilot Licence, the pilots will receive a certain amount of credit for their flight time based on a pre-entry flight test done by a training organisation. This will allow the pilots holding a national microlight licence to receive the LAPL for aeroplanes with less training. This is the first step into the future system. If they are interested later on, they can do an upgrade with an additional module to get the PPL(A), and maybe later even a commercial licence.

You issued 200 pages of rules. How did you draft them?

→ **Micaela_** That was dependent on the licences. For those aspects that were already included in JAR-FCL rules, we took JAR-FCL as a basis. We then proceeded to just amend or change the text, either to take into account issues that were newly introduced by the Basic Regulation or to – at times – clarify requirements that were not always clear in JAR-FCL.

In addition, we tried to fill the gaps that were left

➤ **CONTINUED ARTICLE: THE JOINT AVIATION REQUIREMENTS FOR FLIGHT CREW LICENSING, ISSUED BY THE JOINT AVIATION AUTHORITIES JAA**

open by JAR-FCL. There, one could find references to requirements that could be developed or accepted by the national authorities. Based on the input from the working group, we proposed a common set of requirements for all of Europe. Then there were all the other licences that were not covered in JAR-FCL. With some of these licences, we took the input from the ICAO Annex 1, for example for the SPL and the PPL. We also took the input from existing national rules, and from the experience and knowledge of the experts that we had working with us. We tried to follow a similar structure for the way the licence is issued and maintains validity, like the one existing in JAR-FCL. This ensured some continuity throughout the requirements. We took that input, we tried to include it in a system

that was coherent, and that is how Part-FCL was born.

Could you explain the next steps and tell me also when we can expect the new regulations to be in place?

→ **Annette_** We published the CRD on our website, and it was open for reactions until 9 June. We received 200 reactions from stakeholders, and we are currently looking into these comments to see if we have to do some fine-tuning on the rules. Then, we will send the Opinion to the Commission at the end of August 2010. They will turn it into a Commission proposal which is going to be adopted by the Commission with input from the Member States. At the same time we will draft the ED-Decision which is going to adopt the Acceptable Means of Compliance (AMC) and Guidance Material (GM). This can be adopted by the Executive Director once the Implementing Rules are published, in 2011.

Can you mention some of the follow-up tasks to be done?

→ **Gerda_** During the drafting phase and when answering the comments, some themes that were not included in the NPA turned out to be very important. However, there was not enough time to include them already in this rulemaking task. One such task is the Examiners Handbook. It already exists in JAR-FCL but it has to be transposed to the existing European regulations. All of this has to be brought back to life. This will be some of our future work.

¹ The Joint Aviation requirements for Flight Crew Licensing, issued by the Joint Aviation Authorities JAA

¹ C 216/2008

Increase of Worldwide Product Certification Activities – New Challenges for the Agency

Background_ For many decades, the market for civil transport aircraft in the Western Hemisphere was shaped by a rather limited number of major manufacturers located in Europe, the US, Canada and Brazil. These countries supplied also most of the aviation products in the field of regional transport aircraft, business jets, helicopters and general aviation.

This picture was complemented by a few large companies located in the former Soviet Union mainly delivering civil products to well protected markets.

With the fall of geopolitical barriers, this situation has been changing dramatically due to the continuous increase in worldwide design activities.

International product certification cooperation_

In line with the growing strength of the national manufacturing industry, the responsible civil aviation authorities developed their own specific certification expertise, resources and working methods.

To facilitate the exchange of aviation products and to implement a more efficient but safe oversight system,

many countries developed State to State treaties (Bilateral Agreements) in order to support each other's work and mutually accept certification decisions.

At working level, close working relationships between authorities have been developed via formal Working Arrangements. These arrangements specify how authorities assist and support each other in the field of product certification and also cover the exchange of safety information or any other relevant cooperation item.

Both Bilateral Agreements and Working Arrangements are based on sound knowledge of each other's legal systems and working methods. Comprehensive confidence building processes, including formal assessment visits, and regular management meetings are cornerstones for trustful cooperation between authorities.

EASA, acting as "State of Design" on behalf of 31 European States, also relies on good working relationships and clear legal frameworks with its major partner authorities. For the time being, existing national

Bilateral Agreements between EU member States and non-EU countries are executed by the Agency while new EU treaties with US, Canada and Brazil are in progress under the overall management of the European Commission. The new EU agreements will soon replace the existing national ones providing a new framework for the mutual acceptance of findings. In addition a number of new Working Arrangements with some 20 different Aviation Authorities were concluded under the Agency's own competence during recent years.

The new challenges_ Recent air transport designs are characterised by new materials, highly integrated systems and complex architectures. Environmental compatibility is a must. For the new technologies and the environmental aspects, the applicable certification standards have to be developed in due time.

The manufacturing business models are also constantly changing. During the recent years Global Manufacturing and Risk Sharing Partnerships emerged as trends where large networks of specialized parts suppliers from around the world support the main manufacturers, who sometimes provide only the initial design and final assembly in their own plants. The coherent oversight of such networks and its complex interfaces is a demanding task for civil aviation authorities around the globe.

In addition, two developments will have a significant impact on the Agency's future work programmes:

Product certification requirements from “emerging” countries_ Countries with no or only minor design activities have traditionally accepted products from other countries without any further technical investigations. Certificates issued by Authorities from main manufacturing states have been automatically accepted, or a very limited validation process was applied. Today, many of those countries, typically with significant customers of transport aircraft, are implementing more thorough regulatory oversight systems.

Whether the new legal frameworks are based on FAA rules and procedures or on the European system, it is common that certification decisions by the State of Design Authorities are increasingly challenged or that additional technical conditions apply. In the field of continuous airworthiness oversight, the State of Design Authority has to provide more information and has to answer questions in a timely manner. As a consequence, the Agency has to spend more and more efforts into the support of European Industry for obtaining foreign certificates. Appropriate Working Arrangements and trustful working relations are vital to keep the associated additional workload at reasonable levels.

New Projects from “emerging” countries_ New products are designed in countries which previously did not have significant design activities. The most important newcomers in the field of design are located in China (COMAC ARJ21 & C919), Japan (Mitsubishi Jet), India (HAL Dhruv Helicopter), Russia (Sukhoi, Ilyushin, Tupolev) and Ukraine (Antonov), and a few smaller players are located in Australia, New Zealand, Argentina and South Korea. As all these new players are designing products for the worldwide market, certification by EASA is usually requested. Once these products are certified the continuous airworthiness oversight during their entire lifecycle is part of the Agency’s responsibilities.

Applicable working methods and technical involvement varies from country to country and depends from the level of confidence established. Also the technical capabilities of the new State of Design Authorities are different. Cultural differences, language issues, long distance travel needs and time differences are some additional complications.

The Agency certainly will prepare itself for the new challenges by adapting its work programmes and related resource planning, working methods and training. It also relies on the responsible European institutions and political decision makers for providing the necessary framework and resources in order to achieve the common objective: promote the highest common standards of civil aviation safety and environmental protection, in Europe and worldwide. ■



Authority and Organisation Requirements

Review of comments and redrafting for authority and organisation requirements (AR-OR) is on track for the generally applicable provisions in Part AR Sections 1 “General”, 2 “Management”, 3 “Oversight, Certification and Enforcement” and Part-OR Sections 1 “General” and 2 “Management”.

Out of 4.500 comments received for NPA 2008-22, 2.700 have now been analysed. The AR-OR rule-making review group met three times to discuss the outcome of the comment review and to agree on further enhancements. In Part-AR, the provisions related to the competent authority’s oversight capabilities and to the scope of the oversight programme were further clarified. Additional guidance material is now included for a certain number of provisions.

Moreover, Part-AR now explicitly refers to the establishment of a Safety Programme by Member States and by the Agency. In Part-OR, proportionate management system requirements that will cater for full compliance with ICAO SMS Standards

and Recommended Practice were reviewed and now consider the complexity of the organisation, where size is only one of the criteria to be assessed. The amended draft of the general authority and organisation requirements is serving as a working basis for the review of Subparts related to approved training organisations (ATO), flight crew licensing (FCL), operations (OPS), cabin crew (CC), aero medical centres (AeMC) and aero medical certification (MED). Amendments to those subparts are closely monitored to ensure consistency with the general provisions, as well as with the relevant technical requirements of Parts OPS, FCL and MED. If required, the general provisions will be adapted to ensure compatibility with relevant changes made in the subparts. The review process will be closed after the last AR-OR review group meeting scheduled mid July. The publication of the CRD for Part-AR and Part-OR, including all related subparts coming from both NPA 2008-22 and NPA 2009-02, is now expected in September 2010. ■

OPS Requirements

The assessment of the OPS-related comments on the NPA and the review of the OPS rules has reached an advanced stage. The involvement of the four Review Groups for Commercial Air Transport, Aerial work, Non-commercial operations with complex motor-powered aircraft and non-commercial operations with other than complex motor-powered aircraft is an integral and important part of this development.

In April, Rulemaking organised the second session of Review Group meetings. The third session of the three-day RG meetings took place by the end of May. The Review Groups focus on the OPS-related requirements in Part-AR (authority requirements) and Part-OR (organisation requirements), as well as the technical Parts for commercial and non-commercial operations. ■

First extension – Rule structure and planning of Comment Response Documents

The rule structure was in principle agreed by the Management Board and EASA Committee last year and is depicted below. A publication schedule for the Comment Response documents was presented to the Management Board and EASA Committee at their last meetings. Stakeholders have 2 months to react to the CRDs before EASA prepares the related Opinion. ■

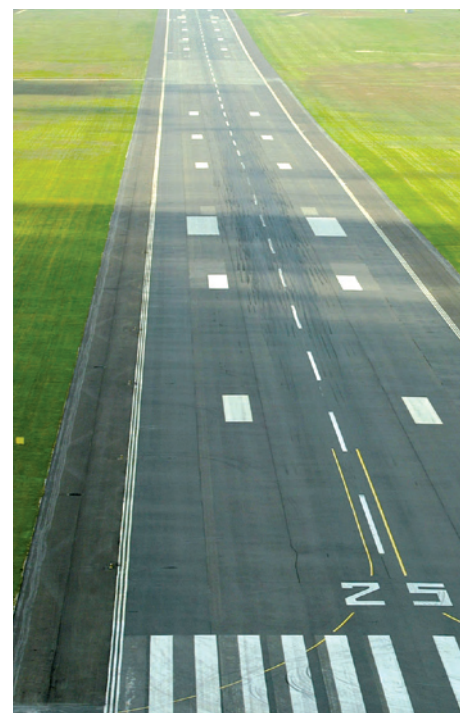
| CRD | CONTENT | PUBLICATION DATE |
|--|---|-----------------------------------|
| Flight Crew Licensing | <ul style="list-style-type: none"> Part-FCL (NPA 2008-17) Appendix III Licenses of third countries (NPA 2008-17) Appendix IV Conversion of national licenses (NPA 2008-17) | 09 April 2010 |
| Medical Requirements for Flight and Cabin Crew Authority and Organisation Requirements and Part Cabin Crew | <ul style="list-style-type: none"> Part-MED (NPA 2008-17 flight crew and NPA 2009-02 cabin crew) Authority Requirements GEN; FCL; ATO; FSTD; AeMC; MED; Safety Assessment of Aircraft (NPA 2008-22); OPS and Cabin Crew (NPA 2009-02) Organisation Requirements GEN; ATO; FSTD; AeMC (NPA 2008-22); OPS (NPA 2009-02) Part-CC (NPA 2009-02) | June 2010 September 2010 |
| Commercial Air Transport (CAT) and Specific Approvals (SPA) | <ul style="list-style-type: none"> Part-CAT and Part-SPA (NPA 2009-02) | October 2010 |
| Specialised Operations (SPO) | <ul style="list-style-type: none"> Part-SPO (i.e. aerial work) (NPA 2009-02) | November 2010 |
| NCC | <ul style="list-style-type: none"> Part-NCC (Non-commercial complex motor-powered aircraft) (NPA 2009-02) | December 2010 |
| NCO | <ul style="list-style-type: none"> Part-NCO (Non-commercial other than complex motor-powered aircraft) (NPA 2009-02) | January 2011 |
| Operational Suitability Data (OSD) / Safety Directives (SD) | <ul style="list-style-type: none"> Part-21 (NPA 2009-01) | December 2010 |
| Third country operators (TCO) | <ul style="list-style-type: none"> Authority Requirements TCO (OPS.004) Part-TCO (OPS.004) | July 2011 (NPA scheduled 12/2010) |
| FTL | <ul style="list-style-type: none"> Authority Requirements OPS (NPA 2009-02, OPS.055) Organisation Requirements OPS (NPA 2009-02, OPS.055) | June 2011 (NPA scheduled 12/2010) |

Aerodrome Safety

Review of comments and redrafting for authority and organisation requirements (AR-OR) is on track for the generally applicable provisions in Part AR Sections 1 “General”, 2 “Management”, 3 “Oversight, Certification and Enforcement” and Part-OR Sections 1 “General” and 2 “Management”.

Out of 4.500 comments received for NPA 2008-22, 2.700 have now been analysed. The AR-OR rulemaking review group met three times to discuss the outcome of the comment review and to agree on further enhancements. In Part-AR, the provisions related to the competent authority’s oversight capabilities and to the scope of the oversight programme were further clarified. Additional guidance material is now included for a certain number of provisions. Moreover, Part-AR now explicitly refers to the establishment of a Safety Programme by Member States and by the Agency. In Part-OR, proportionate management system requirements that will cater for full compliance with ICAO SMS Standards and Recom-

mended Practice were reviewed and now consider the complexity of the organisation, where size is only one of the criteria to be assessed. The amended draft of the general authority and organisation requirements is serving as a working basis for the review of Subparts related to approved training organisations (ATO), flight crew licensing (FCL), operations (OPS), cabin crew (CC), aero medical centres (AeMC) and aero medical certification (MED). Amendments to those subparts are closely monitored to ensure consistency with the general provisions, as well as with the relevant technical requirements of Parts OPS, FCL and MED. If required, the general provisions will be adapted to ensure compatibility with relevant changes made in the subparts. The review process will be closed after the last AR-OR review group meeting scheduled mid July. The publication of the CRD for Part-AR and Part-OR, including all related subparts coming from both NPA 2008-22 and NPA 2009-02, is now expected in September 2010. ■



Technical Assistance Missions for Civil Aviation Authorities submitted to the “Blacklist”

Background_ In the framework of Regulation 2111/2005/EC establishing a Community list of banned carriers (also known as the “blacklist”), the European Commission has signed a framework contract with EASA to conduct Technical Assistance Missions.

These missions will be conducted by the Int'l Technical Cooperation section (R1.2) and are directed to those Civil Aviation Authorities (CAA) that need to build up their technical and administrative capacity in order to fulfil their international obligations as per ICAO Chicago Convention and related annexes.

The deficiencies of these authorities (notably revealed by the ICAO Audits) may lead to an operating ban of all the operators under their supervision.

These missions are part of the global EU policy in

Civil Aviation which is based on cooperation with the international partners, and on assistance to those partners that are challenged in meeting their ICAO obligations.

How are the missions conducted?_ The team leader is always an officer from R1.2 that completes his team with European Experts (contractors and/or experts from the NAA) associated with regional experts (e.g. from the ICAO Technical Cooperation Projects).

These missions focus on structuring the ICAO Corrective Action Plans that are generic in essence with a Project Management approach and are conducted in a cooperative manner with the experts from the beneficiary CAA. The main outcome of the missions is a Roadmap under a “Gant Chart” format.

Furthermore, the missions are an opportunity to review in detail the necessary actions. EASA and the CAA jointly agree on a set of observations and practical recommendations on how to implement the Corrective Action Plan CAP that can be used by the international community to better support the CAA.

Planning of missions for 2010_ In October 2009, R1.2 already visited Centre Afrique, Bénin, Zambia, Gabon, Congo and Bangladesh.

In 2010, R1.2 is planning to conduct around 10 missions and will also work with the European Commission on the follow-up with a view to support the authorities in the implementation of their corrective action plans.

* International Technical Cooperation Section

2. EASA International Cooperation Forum (ICF)

The Second EASA International Cooperation Forum was held in Dubai, 27-29 April 2010. The meeting was hosted by the General Civil Aviation Authority (GCAA) of the United Arab Emirates. The Forum was opened by EASA Executive Director Mr Goudou and H. E. Saif Mohammed Al Suwaidi, Director General of GCAA UAE. Dr Lohl, Director of Certification, closed the forum on the third day.

More than one hundred delegates from more than thirty countries and organisations - all making use of the EASA regulations – had come together to work on aviation safety. The participants joined parallel workshops on Institution Aspects, Third Country Operators, Ramp Inspections, and Initial and Continuing Airworthiness. An informative session on the new EASA remit on ATM and Airports was also part of the agenda.

Participants' feedback was very positive which gives an encouraging sign to continue implementing these kinds of activities. Minutes of the conference, presentations, list of attendance and follow-up actions will be published soon.



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

EASA certifies Franco-Russian SaM146 PowerJet engine

On 23 June, EASA handed over the type certificate for the SaM146 engine in a ceremony held in Cologne. It is the first EASA certified engine jointly designed and produced in Europe and in Russia. Approval by the Russian certification agency, Interstate Aviation Committee - Avia Register, is expected within a few weeks.

PowerJet, a joint venture of Snecma (Safran group) of France and NPO Saturn of Russia, is responsible for the SaM146 engine program, including development, production, marketing, sales and support. The SaM146 is now certified for service on regional jet aircraft. In April 2003, the SaM146 was selected by Sukhoi Civil Aircraft to power its Sukhoi Superjet 100 regional jet.

**Upcoming events****8 and 9 September:
International Air Safety & Climate Change conference**

Until now less attention has been given to the potential impact of climate change on commercial aviation safety. EASA is hosting an international conference on this topic. The objective of the conference will be, as a first step, to raise awareness on the issue and outline a possible action plan. It will provide a new forum for meteorologists, operators, manufacturers and regulators to identify risks and work towards effective safety measures.

The issue is global and international cooperation is essential. Europe through EASA will report to ICAO on the outcome of the conference and any resulting recommendations.

**8 and 9 December:
Fourth EASA Rotorcraft Symposium**

EASA will organise the 4th Rotorcraft Symposium on 8 and 9 December 2010 in Cologne. Every year, the symposium brings together manufacturers, operators, maintenance organisations, aviation authorities and pilots to exchange views on topics such as safety enhancements, operations, rulemaking, design, international cooperation and human factors in the world of helicopters.

Detailed information on venue and programme of the Symposium will be made available on the Agency's website under "Events" in due time.

Any further questions in the meantime should be forwarded to Marina Spinello.
email: marina.spinello@easa.europa.eu,
phone: +49 221 89990 4110.

Imprint**Publisher:**

European Aviation Safety Agency (EASA)
Postfach 101253
D-50452 Cologne
Germany
Phone +49 221 8999 0000
Fax +49 221 8999 0999
www.easa.europa.eu

Editor-in-Chief:

Dr. Daniel Hölting

Editor:

Dominique Fouda

Contributors to this issue:

Janick Cox, Daniela Defossar, Ralf Erckmann,
Erick Ferrandez, Régine Hamelijnck, Ursula
Loew, Willy Sigl, Dominique Verdoni

Layout:

804© GRAPHIC DESIGN, Düsseldorf Germany

**For more information about this publication,
reactions or subscriptions
please write to easa.news@easa.europa.eu**

Reprint with approval of publisher and
with reference to source only.

Copyright EASA for all imagery, unless
otherwise noted.

Published quarterly, release free of charge.

ISSN: 1831-3272