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EASA Safety Conference 2011

This year's EASA Safety Conference, under the theme 'Staying in Control - Loss-of-Control (LoC) Prevention & Recovery', took place in Cologne from 4-5 October. It brought together some 250 specialists from across the international aviation community to discuss new approaches for the prevention and recovery from loss of control. The Conference presentations and a video of the keynote speech and conclusions are published on the dedicated mini-site: <http://easa.europa.eu/conferences/loc/>

Aviation Authority Partnership Meeting

EASA hosted on 3 November the Partnership meeting between the Aviation Authorities from EASA Member States, other European Aviation Authorities and EASA. The meeting takes place twice a year and aims at reflecting on issues of mutual cooperation and raising upcoming safety topics. In a constant effort to develop the working-together culture, topics such as IORS or the network of safety analysts were discussed.

EASA @ Global Air Navigation Industry Symposium

EASA participated in ICAO's Global Air Navigation Industry Symposium (GANIS) which took place in Montreal from 20-23 September. Entitled 'Towards One Sky', the symposium provided a platform for

industry to discuss interoperability. The Agency shared a joint stand with the European Commission, Eurocontrol and SESAR Joint Undertaking at the exhibition running in parallel to the symposium.

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Patrick Ky (Executive Director, SESAR) and Raymond Benjamin (Secretary General, ICAO) visiting the joint stand.

Part-M Workshop

A Part-M GA Workshop which brought together some 170 participants was held in Cologne on 27 October. EASA delivered a comprehensive presentation of re-

sponses received from NAAs and Stakeholders from its consultation on the impact of the implementation of Part-M on the General Aviation community.



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EDITORIAL

A systemic approach to improving aviation safety



Assisted by the Agency, the European Commission published a “Communication” on ‘Setting up an Aviation Safety Management System for Europe’ in October 2011. This document, which describes the strategy for aviation safety in Europe for the coming years, puts the Agency at the heart of the aviation system.

The publication of the first European Aviation Safety Plan (EASp) by EASA in December 2010 marked the start of coordinated activities towards establishing a European safety management system – one which identifies the hazards, assesses the risks, and provides actions to reduce those risks.

The Plan has a challenging task - to connect the safety issues identified at European level by analysing safety data together with the actions and initiatives launched to address the underlying risks.

An integral part of the European Commission’s Communication is the European Aviation Safety Programme - a regional approach to the ICAO requirement for State Safety Programmes.

The Agency has recently completed the second edition of the Plan covering the four-year period between 2012 and 2015. Its objective is twofold: to inform stakeholders on the progress made on the actions during 2011 and to incorporate new actions to address the identified safety risks. This Plan brings us all together in the continuous work to improve aviation safety.

More information can be found on <http://easa.europa.eu/sms> which will be updated regularly.

Patrick Goudou, EASA Executive Director

Fallout from Volcanic Clouds

The eruption of the Eyafjallajökull volcano in Iceland in April 2010 was a wakeup call to the aviation community. Application of the existing ICAO procedures, which rely upon volcanic cloud avoidance, led to widespread and prolonged closure of European airspace and highlighted their shortcomings in minimising disruption to the air transport system. The economic consequences on airlines alone due to the closure of European airspace during a six day period in May 2010 has been estimated at \$1.8 billion of lost revenue, with some 10 million passengers and 100,000 flights being affected.



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Fallout from Volcanic Clouds

The existence of volcanic clouds is a known hazard to aviation. There are estimated to be some 1500 volcanoes globally, 500 of which are currently active producing between 50-70 eruptions per year. However, what differentiated the Eyafjallajökull eruption from previous events was the characteristics of the ash cloud produced, its proximity to a major aviation region and weather patterns at the time which led to the ash cloud persisting over large areas of Europe. Subsequent eruptions by the Icelandic volcano Grimsvötn in May 2011 and the Chilean volcano Puyehue-Cordon Caulle in June 2011, also impacted aviation and provided further evidence that this is a global issue which needs to be re-examined.

While there is no evidence that volcanic activity is increasing, the rapid expansion of air transport in Europe and elsewhere over the last decades has meant that volcanic ash clouds can cause much greater disruption than in the past. In order to be better prepared for such future situations, the European Council of Transport Ministers called for action in May 2010. Furthermore, the international community recognised the need for change and in July 2010 created the ICAO International Volcanic Ash Task Force (IVATF).

“This is a global issue which needs to be re-examined”

EASA's response to the crisis

EASA responded to the ash crisis by putting in place a detailed action plan. This included working with and supporting National Aviation Authorities (NAA), operators and maintenance organisations, and many of the lessons learnt can be found in the guidance material of SIB 2010-17 (now at Revision 4), available from the Agency's website: <http://ad.easa.europa.eu/>. EASA is also contributing to the European Aviation Crisis Coordination Cell (EACCC) which has been created to bring together and coordinate the efforts of the main agencies within Europe in any future regional aviation crisis.

Furthermore, as an active member of the IVATF, EASA has contributed to the development of the new approach to volcanic ash aimed at updating the existing ICAO procedure. Under this approach, an operator will be primarily responsible for determining the conditions for safe flight and may operate in airspace contaminated with low and medium levels of volcanic ash, provided a specific Safety Risk Assessment (SRA) has been developed within the operator's safety management system framework. Practical steps taken by EASA to support this new approach include facilitating SRA recognition and acceptance throughout Europe (including for EU and non-EU operators) and in the establishment of a database of airlines that have accepted SRA. EASA has also developed, as part of its rulemaking programme, the following rulemaking deliverables aimed at supporting this new approach and possible future developments:

- A-NPA 2011-06 that was published in May 2011 with the dual aims of providing European stakeholders with the opportunity to comment on version 4



EASA issued NPA 2011-17 to mandate the supply of relevant information from manufacturers to support operators with their Safety Risk Assessments.

of the IVATF guidance document on the management of flight operations with known or forecast volcanic cloud contamination, and to collect stakeholders' advice on the actions that should be implemented by the Agency in order to benefit from the work of the IVATF. A total of 109 comments were received which aided in finalising the IVATF's approach, which was subsequently endorsed by ICAO, FAA, EASA and TCCA, and will now form the basis for adoption within the European regulatory framework. An EASA NAA/NSA Workshop, which built on the earlier Volcanic Ash Operations Workshop in January 2011, which took place on 2 November 2011, with the objective of providing greater details on the new approach and practical examples of how the new approach can be implemented.

- As part of the SRA, operators will need to establish a level of volcanic cloud contamination deemed tolerable from an airworthiness standpoint based on manufacturers' supplied information. EASA issued NPA 2011-17 in September 2011 with the aim of mandating the supply of relevant information from manufacturers to support operators in developing their SRA. It proposes a new obligation on manufacturers to investigate and understand the hazards associated with exposure to the harmful effects of volcanic clouds and to identify and inform operators of any susceptibility of aircraft

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features. Comments on the NPA can be submitted up to 23 December 2011 using the Comment Response Tool available at: <http://hub.easa.europa.eu/>

- The third deliverable is an A-NPA which is scheduled for publication by end 2011 and will set out options for defining turbine engine ash ingestion criteria and their associated impacts. The exposure to high concentrations of volcanic ash and/or for prolonged periods of time can have severe consequences on the operation of turbine engines and in the extreme may preclude the ability of an aircraft to continue safe flight and landing. The A-NPA will identify the suitability and practicalities of establishing turbine engine volcanic ash ingestion criteria that balance the needs of maintaining adequate safety margins against the economic consequences of cancelled flight operations in future ash events.

“An operator will be primarily responsible for determining the conditions for safe flight”

The results of all these endeavours and the lessons learnt from experience will provide Europe and the international aviation community with enhanced procedures that maintain adequate safety margins while minimising the disruption to air transport. The establishment of the EACCC will also ensure that effective coordination and governance can be provided in any future unforeseen events impacting on European aviation.

The EU-ICAO Memorandum of Cooperation



The EU-ICAO Memorandum of Cooperation (MoC) marks the beginning of activities that will have a direct impact on many in EASA. Indeed, the MoC aims to create a framework for greater cooperation between the EU and ICAO in the fields of safety, security, Air Traffic Management (ATM) and environment.

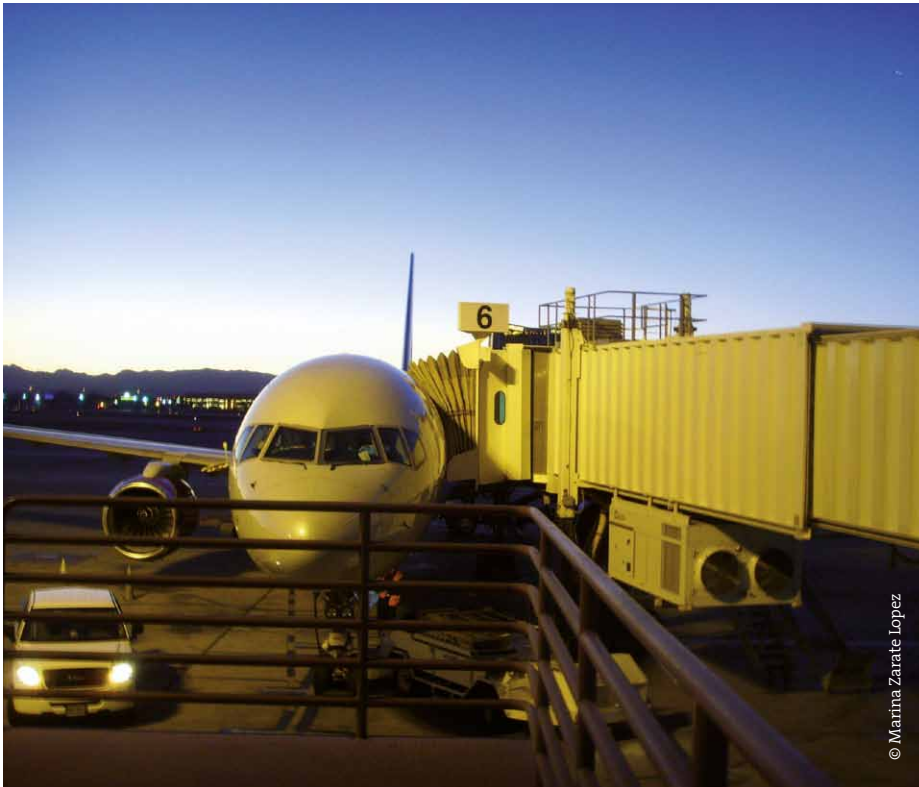
Under the provisions of the MoC, a Joint Committee (JC) has been established to administer the effective functioning of the MoC. The first JC meeting was held in Montreal on 21 September 2011 and was co-chaired by the European Commission's Di-

rector General for Mobility and Transport, Matthias Ruete, and ICAO's Secretary General Raymond Benjamin. EASA also participated in the meeting. Some of the major issues discussed included:

- Annex on Aviation Safety: Although the MoC will eventually cover safety, security, ATM and environment, it currently comprises only one annex on aviation safety. This annex (Annex I) was formally approved by the JC. An on-going task is the development of new annexes on security, ATM and the environment. EASA is already supporting the Commission in developing Annex III on ATM.
- Working Arrangement on Continuous Monitoring Activities: Under the MoC, a Working Arrangement (WA) is being developed for the coordination of the ICAO USOAP and EU Standardisation Inspections in the framework of the newly launched Continuous Monitoring Approach (CMA). This aims to make more effective use of limited resources by mutual participation in various audit, inspection and validation activities and mutual reliance, where possible, on each other's audit / inspection programme. The WA being developed will define the roles and responsibilities of the different parties.
- Expert Assistance: Under the MoC, the EU will endeavour to make experts in relevant fields of aviation safety available to ICAO. Experts will be identified for activities within the scope of the aviation safety Annex and based on job profiles provided by ICAO. Experts could be provided to ICAO for either short or long term appointments, depending on the nature of the task.
- Regional Cooperation: A priority item under the MoC is the support for ICAO in accelerating the establishment of Regional Safety Oversight Organisations (RSOOs). The EU has been promoting the concept of RSOOs for some time and has provided financial and staff support for the ICAO symposium on RSOOs held on 26-28 October in Montreal.

The EASA focal point for this activity is the International Cooperation Department. The EU-ICAO MoC is a significant development that will benefit both EU and ICAO by enhancing cooperation and will have a major impact in the future on EASA's safety, ATM and environmental activities.

The new SAFA Database



Since 2007, EASA is coordinating the Safety Assessment of Foreign Aircraft (SAFA) Ramp Inspection programme in Europe. One of the specific tasks is to 'develop, maintain and provide continuous updating of a centralised database'. This database contains some 90,000 inspections dating from the start of the programme in 1996; currently some 11,000 new inspections are being added to the database per year.

On 21 September 2011, EASA deployed the new SAFA web-based application and database. Designed and developed completely in house, the new database combines modern IT technology to deliver a fast, robust and secure package. The new database supports all the phases of the inspection: preparation, reporting and follow-up and provides extensive querying and analytical tools available to the inspecting National Aviation Authorities (NAA). The user management module has also been radically changed supporting now on-line registration and validation and is being performed at national

level; EASA is no longer involved in user access applications. In addition, the password reset process has now been automated and can be initiated by the user.

“The new database supports all the phases of the inspection”

With the deployment of the new database all the records in the old database were successfully migrated to the new one with a downtime of only two working days.

One of the most important features of the new application is that it allows for the access of NAAs from states that do not partake in the EU SAFA Programme; such NAA can access data limited to ramp inspections on operators under the regulatory oversight of that NAA. In addition, all operators can get a direct access to the database; however, the access is limited to reports on aircraft operated by that respective operator.

By accessing the SAFA Database application, operators will be able to retrieve all their reports, communicate with the inspecting NAAs, present evidence material (as digital files), and monitor the status of their findings. In case of any Category 2 (significant) or Category 3 (major) finding, the State which performed the inspection is obliged to send written communication to the operator and its authority. In the past, this was done by sending letters by regular mail, by fax or email. In any case, the correspondence had to be initiated and composed by the inspecting authority. In the new application such communication can, provided that both the operator and its authority have obtained access to the database application, be done automatically; both of them receive an email stating that an inspection has been done revealing significant and/or major non-compliances. Subsequently, the operator and the authority can enter into a digital dialog with regard to the corrective actions in order to correct the non-compliance.

How can operators get access?

- A user belonging to operators from one of the 42 SAFA participating states can register on-line will then be approved by their national database coordinator(s).
- A user from an operator licensed in a non-SAFA participating state can only get access provided its NAA is present in the system. Operator users will be first validated by their NAA and then approved by EASA SAFA administrators.

Third EASA International Cooperation Forum held in Singapore

The third EASA International Cooperation Forum (ICF) was held in Singapore on 15-17 November 2011, hosted by the Civil Aviation Authority of Singapore (CAAS) at the Singapore Aviation Academy (SAA).

From the beginning, the ICF was born with a traveller's spirit when trying to reach out to our partners who make use of European aviation safety Regulations or have an interest in doing so. The first ICF was held in Cologne in October 2008, and the second event took place in Dubai where the General Civil Aviation Authority of the United Arab Emirates (GCAA) supported the success of the event.

The ICF is not just a forum to promote and inform about EASA, but also provides a platform for exchanging information between all partners who make use of regulations similar to the European ones. For EASA, the ICF is an important tool to streamline, in a cost-effective manner, the implementation of our policy on Technical Cooperation. Indeed, such a forum enables an economy of

scale for better use of EASA's staff and funds whilst reaching out to a greater number of partners.

The ICF is convened every eighteen months so that sufficient news and material can be shared. In between the meetings time is not idle but full of specific activities such as training courses, workshops and other types of technical co-operation activities. Forming part of an Action Plan, these activities form the main outcome of each ICF.

To date, two Action Plans have been successfully implemented. The feedback from partners has been very positive and they have requested several actions to be repeated, especially the trainings for inspectors that were very successful.

ICF 3 featured three workshops that explored Safety Oversight Organisations, State Safety Programs and the Surveillance of Foreign Operators.

More information can be found on <http://easa.europa.eu/conferences/icf2011>.

Green light for the Mediterranean Aviation Safety Cell

The initial MASC countries

Morocco, Tunisia, Israel, Jordan, Lebanon



The MASC launch team

The Mediterranean Aviation Safety Cell (MASC) project, which has just been signed by the European Commission, will deploy resources aiding selected partner countries converge towards the EU civil aviation safety system. Managed by EASA, the project is planned to run for three years and will:

- Assist in establishing working arrangements between EASA and the partner countries involved;
- Set-up a team to support the development of common safety standards and procedures for civil aviation in these countries in line with EU rules;
- Conduct assessment visits to provide feedback on the level of implementation of these rules;
- Establish or coordinate systems for the collection, exchange and analysis of safety data in line with the EU system.

Why is this new for EASA?

The project is funded by the European Commission and managed by EASA. In the past this type of work has been delegated to private companies which may not have the same regulatory insight. The MASC project should be the first of several such projects to follow.

Who does it involve?

The core team will consist of an EASA project manager (David Waller), an assistant (Andrea Grommes) and experts (initially Krzysztof Kedzierski) who are either contracted or seconded from the partner countries involved. Expertise will however be leveraged from across EASA for the benefit of the partner countries.

EASA Rulemaking Update



New Commission Regulations on Air Traffic Management and Air Navigation Services

The first Commission Regulations on Air Traffic Management and Air Navigation Services (ATM/ANS) based on EASA's opinion have been adopted and come into force.

Based on the mandate given by the European legislator the Agency has proposed in its Opinion No 02/2010 on 28 May 2010 to establish Commission Regulations on common requirements for the provision of ANS, as regards working methods and operating procedures and on safety oversight in ATM/ANS. These draft proposals have been further developed by the European Commission in close cooperation with the Agency until its adoption in October 2011.

Commission Implementing Regulation (EU) No 1034/2011 of 17 October 2011 on safety oversight in ATM/ANS and amending Regulation (EU) No 691/2010 and Commission Implementing Regulation (EU) No 1035/2011 of 17 October 2011 laying

down common requirements for the provision of air navigation services and amending Regulations (EC) No 482/2008 and (EU) No 691/2010 have been published in the Official Journal of the European Union on 18 October 2011. The earlier Regulations in this field have hence been repealed.

The new Regulations entered into force on the 20th day following their publication and are binding and directly applicable in all Member States.

Standardisation Inspections

Based on the new rules the Agency may commence its standardisation inspections in ATM/ANS from 2012 onwards aiming at ensuring a uniform implementation of the common rules but also at reinforcing the national competent authorities in their important oversight role.

Under the Community institutional system, implementation of Community law is primarily the re-

sponsibility of the Member States and therefore the certification and oversight tasks required by the Basic Regulation and these implementing rules should primarily be executed at national level.

However in certain clearly defined cases, the Agency is empowered to conduct certification and oversight tasks as specified in the Basic Regulation. With the adoption of the new rules a framework for pan-European services has also been established allowing the Agency to act as the competent authority on behalf of the States in cases where a common service is provided in all Member States, for other network functions or when within the EU airspace the service is provided by a third country provider.

The proposed Regulations have been developed taking into account the experience gained in implementing the EU Regulations under the Single European Sky framework and the latest applicable ICAO standards and recommended practices in the field.

EASA Rulemaking Update

December update on the new Regulation on Air Operations

The latest set of draft requirements on the new Regulation on Air Operations was published on 27 October. The Comment Response Document (CRD) to Notice of Proposed Amendment (NPA) 2009-02b 'Part-SPO and Part-CAT for sailplanes and balloons' contains amendments to the Cover Regulation and two annexes. EASA welcomes your reactions to this CRD before the closing date, which is 31 January 2012.

With this latest CRD, the full set of draft requirements on the new regulation is now available.

The published documents

This CRD does not contain a full Cover Regulation, rather amendments to the Cover Regulation and Annex I (Definitions) as published in Opinion 04/2011.

The requirements on Annex IV are published as an amendment to Part-CAT (commercial air transport operations). Opinion 04/2011 contained the requirements only for such operations with aeroplanes and helicopters. The additional requirements for sailplane and balloon flights are presented in this CRD.

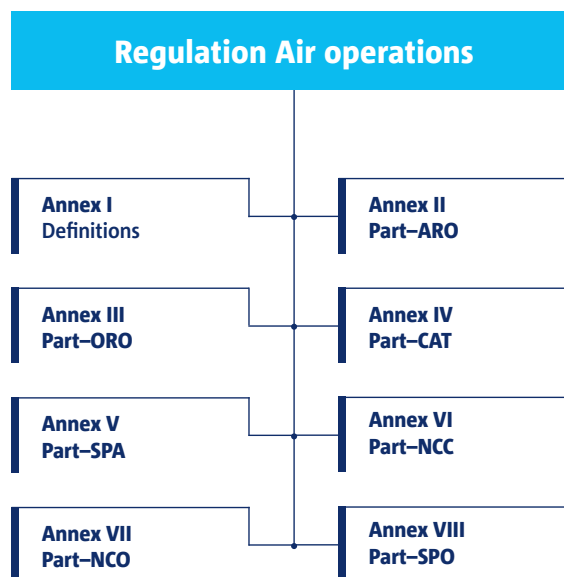
Annex VIII - Part-SPO (specialised operations) – completes the set of annexes for the Regulation on Air Operations. It presents the requirements for both commercial and non-commercial aerial work and other operations such as display flights.

Current status and next steps

In October the EASA Committee agreed on the first package of requirements for commercial air transport operations with aeroplanes and helicopters. These will now be scrutinised by the European Parliament and Council, after which they will be published in the Official Journal of the EU.

The second package, containing the requirements for non-commercial operations (Annexes VI and VII), was published as a CRD in August. The Agency is now reviewing the reactions made to the CRD and preparing the text of the Opinion (to be published at a later date). The draft requirements presented in this final CRD will be reviewed in the light of any reactions made to the CRD and an Opinion will be published in 2012.

PUBLISHED PACKAGE



The CRD can be downloaded from:
<http://easa.europa.eu/crds>

Opinion 04/2011 is available from:
<http://easa.europa.eu/opinions>

New proposals for flying in Instrument Meteorological Conditions

EASA published a Notice of Proposed Amendment (NPA) for flying in Instrument Meteorological Conditions (IMC) on 21 September. This NPA proposes new and more accessible instrument ratings for holders of private pilot licenses including a new full Instrument Rating, an En-Route Instrument Rating and a cloud flying rating for sailplane pilots.

A Workshop on the NPA was hosted by EASA on 30 September. Organised to help stakeholders understand the NPA and provide focussed comments, the workshop attracted more than 50 participants from a wide range of concerned groups.

The NPA can be downloaded from: <http://easa.europa.eu/npas>