

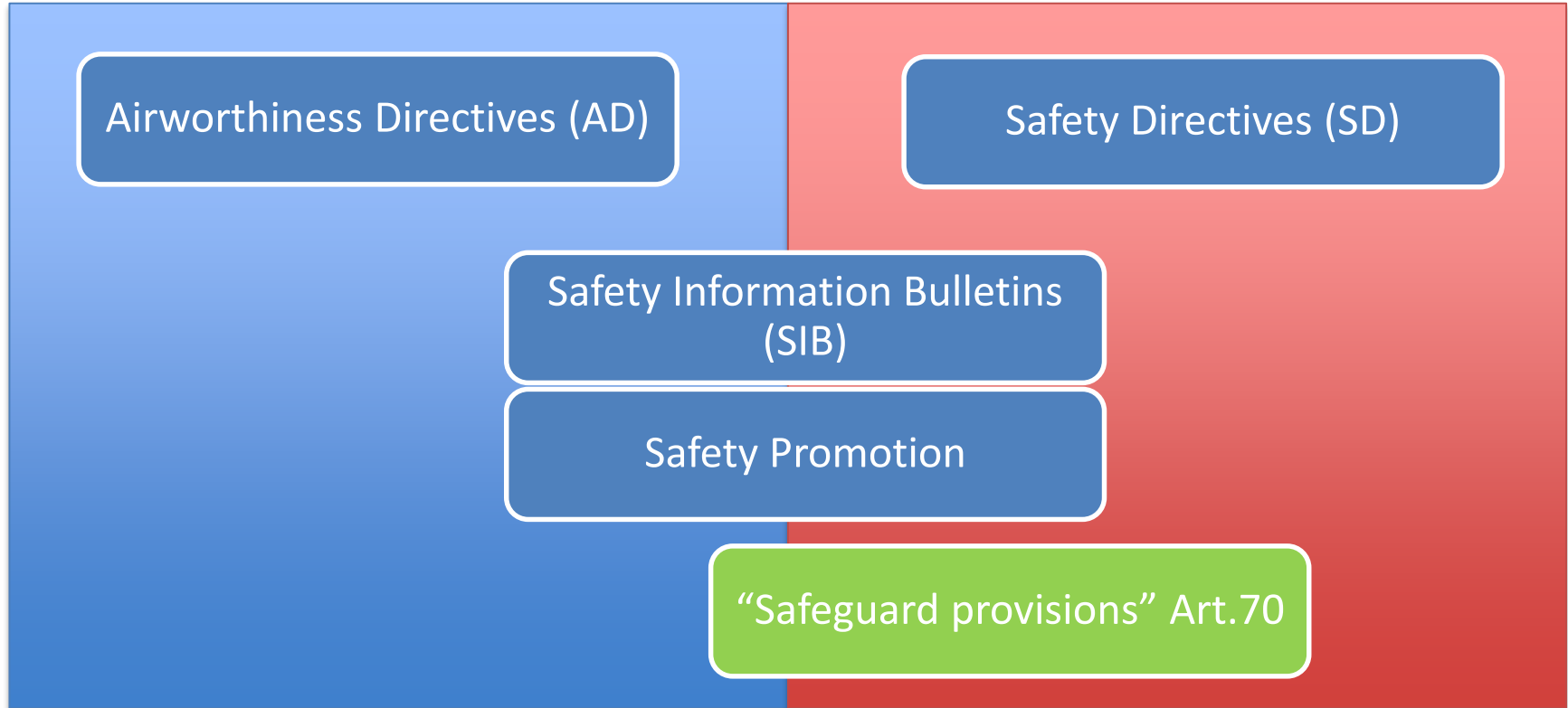
Safety Directives

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Your safety is our mission.

“Safety tools” in the European environment



“Safety tools” – Mandatory?

Airworthiness Directives (AD)

- SoD AD – Mandatory in accordance with ICAO provisions
- Different AD from SoD AD – Mandatory for State of Registry Aircraft only

Safety Directives (SD)

- Art. 76.6(a) – Mandatory when EASA is the competent authority
- Art. 76.6(b) – Recommendation to MS CAA, but mandatory action to be taken by the CAA

Art 76 - When EASA is competent authority

Art. 76.6(a)

- Determine corrective actions => Safety Directive (SD)
- Issue safety bulletins => SIB (non binding)
- Disseminate the information

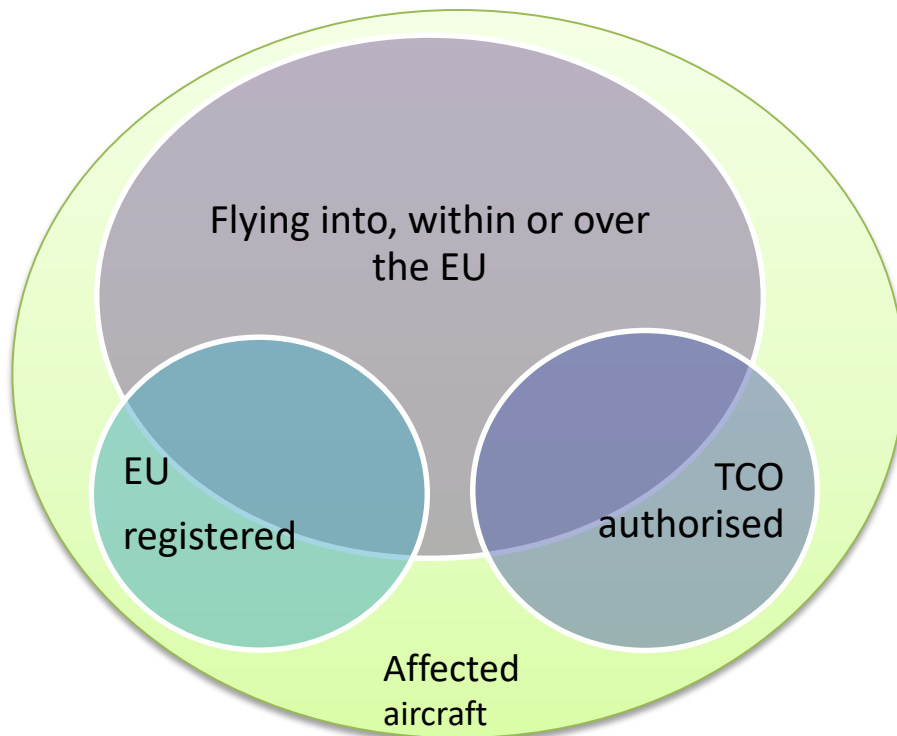
Art 76 - Recommendation to MS CAA

Art. 76.6(b)

- Determine safety objectives
- Recommendation to MS CAA
- Mandatory action to be taken by the CAA
- CAA shall inform EASA on measures taken, without undue delay
- CAAs shall cooperate with EASA when the problem affects more than one MS, to ensure coordinated action
- **Standardisation is checking CAA actions/procedures used to react on EASA recommendations**

Example of scope of action

Issue on a foreign product



- SoD AD(s), will fix all affected aircraft
- EASA AD, will fix EU registered aircraft
- EASA SD Art 76.6(a), will fix TCO authorised aircraft
- SD Art 76.6(b) airspace recommendation to MS CAAs, will fix aircraft flying in the EU
- SIB informs (but will not fix) all affected aircraft

Conclusions

The SD is a new tool in the “safety toolbox”

Still on the learning curve on how to use it

Will complement existing tools and

Will allow for a better, harmonised, European answer to safety issue

Thank you for your attention

Any questions ?

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