



EUROPEAN AVIATION SAFETY AGENCY
AGENCE EUROPÉENNE DE LA SÉCURITÉ AÉRIENNE
EUROPÄISCHE AGENTUR FÜR FLUGSICHERHEIT

The new Standardisation Regulation

Regulation (EU) No 628/2013

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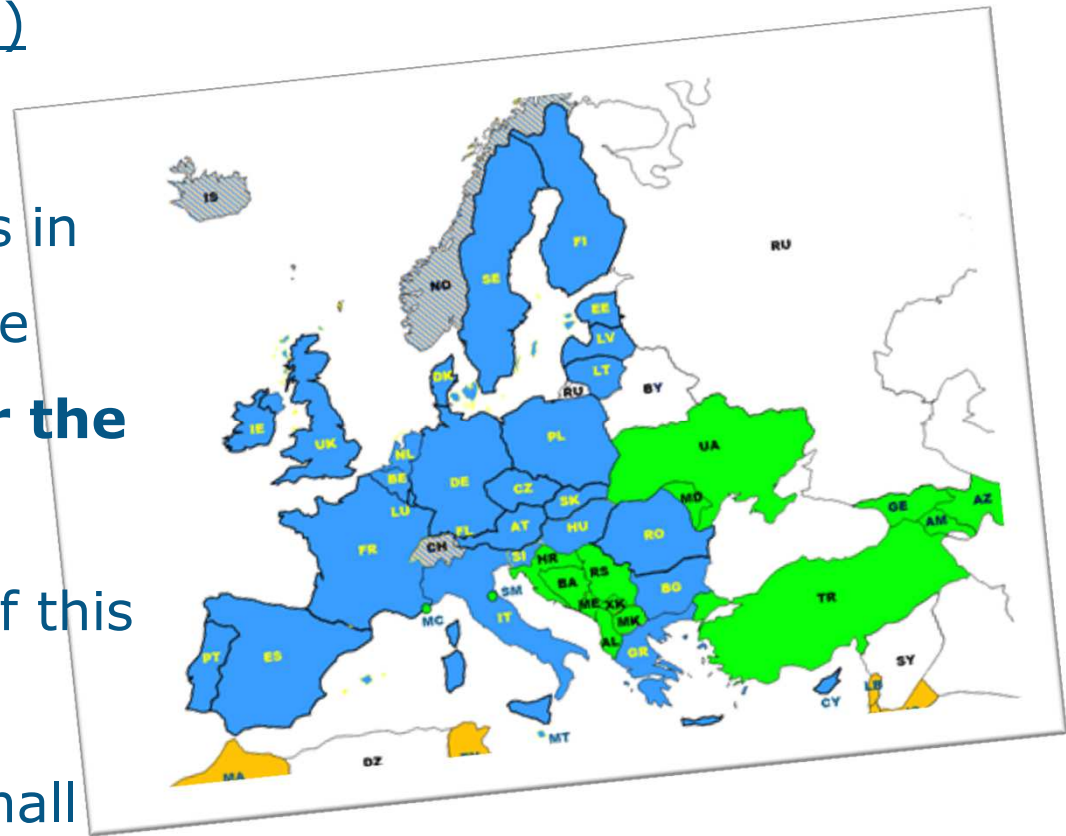
Your safety is our mission.



What is Standardisation?

Basic Regulation, art. 24(1)

The Agency shall conduct standardisation inspections in the fields covered by Article 1(1), **in order to monitor the application by national competent authorities** of this Regulation and of its implementing rules, and shall **report to the Commission.**



EASA	32 +
WA	14 =
total	46 Countries



The Standardisation process in a nutshell

- **Planning** of inspections
 - Model developed for data-driven inspection planning
 - Tailored scope: comprehensive, focused, ad-hoc
- **Tools** to support the inspections
 - Pre-visit questionnaires + Inspection checklists
 - Authority requirements + Organisation requirements
- **Teams** duly qualified
 - TLs: EASA personnel
 - TMs: EASA & seconded (Authorities, ICAO, ...)
- **Findings and follow-up**
 - Agreement on action plans
 - Monitoring of implementation, escalation to EC if needed

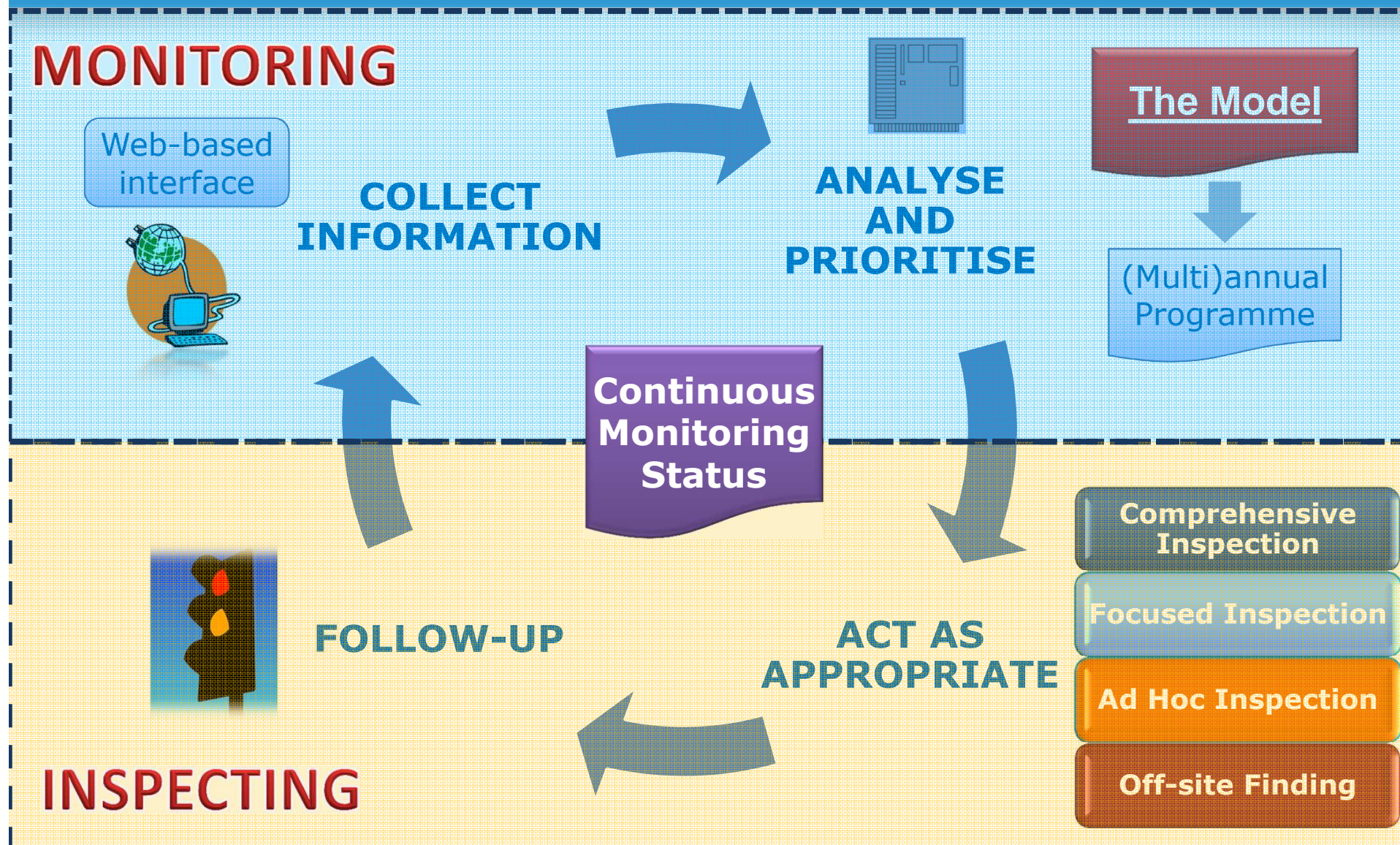


The evolution of standardisation over time

- Standardisation is identified as one of EASA's **core tasks**
 - To assist the EU Commission in monitoring how Authorities implement the Basic Regulation and its Implementing Rules
- 2006-2013: **verification of compliance** ("no more/no less")
 - Working methods: Regulation (EC) No 736/2006
 - Scope: **2006 AIR, 2009 OPS/FCL/FSTD, 2012 ATM/ANS**
- From 2014 onwards, new Regulation (EU) No 628/2013:
 - Risk-based continuous monitoring approach (**CMA**)
 - Compliance + monitoring of safety oversight capabilities



The Continuous Monitoring Approach





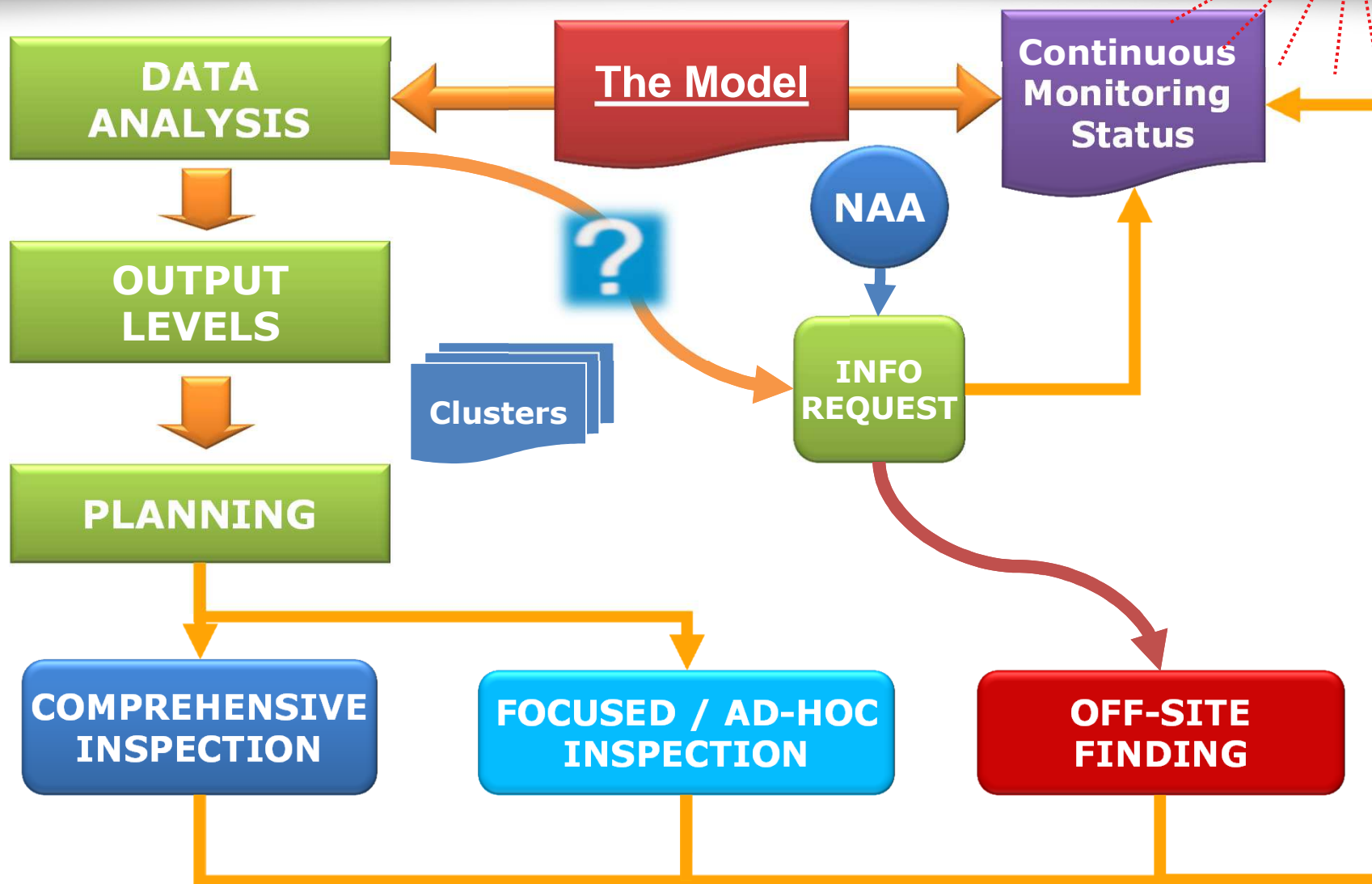
Continuous Monitoring - Principles

- Taking into account the outcome of the model, EASA establishes:
 - A multi-annual program of comprehensive inspections
 - An annual programme of comprehensive and focused inspections

Competent Authorities have to provide EASA with all information relevant to their safety oversight

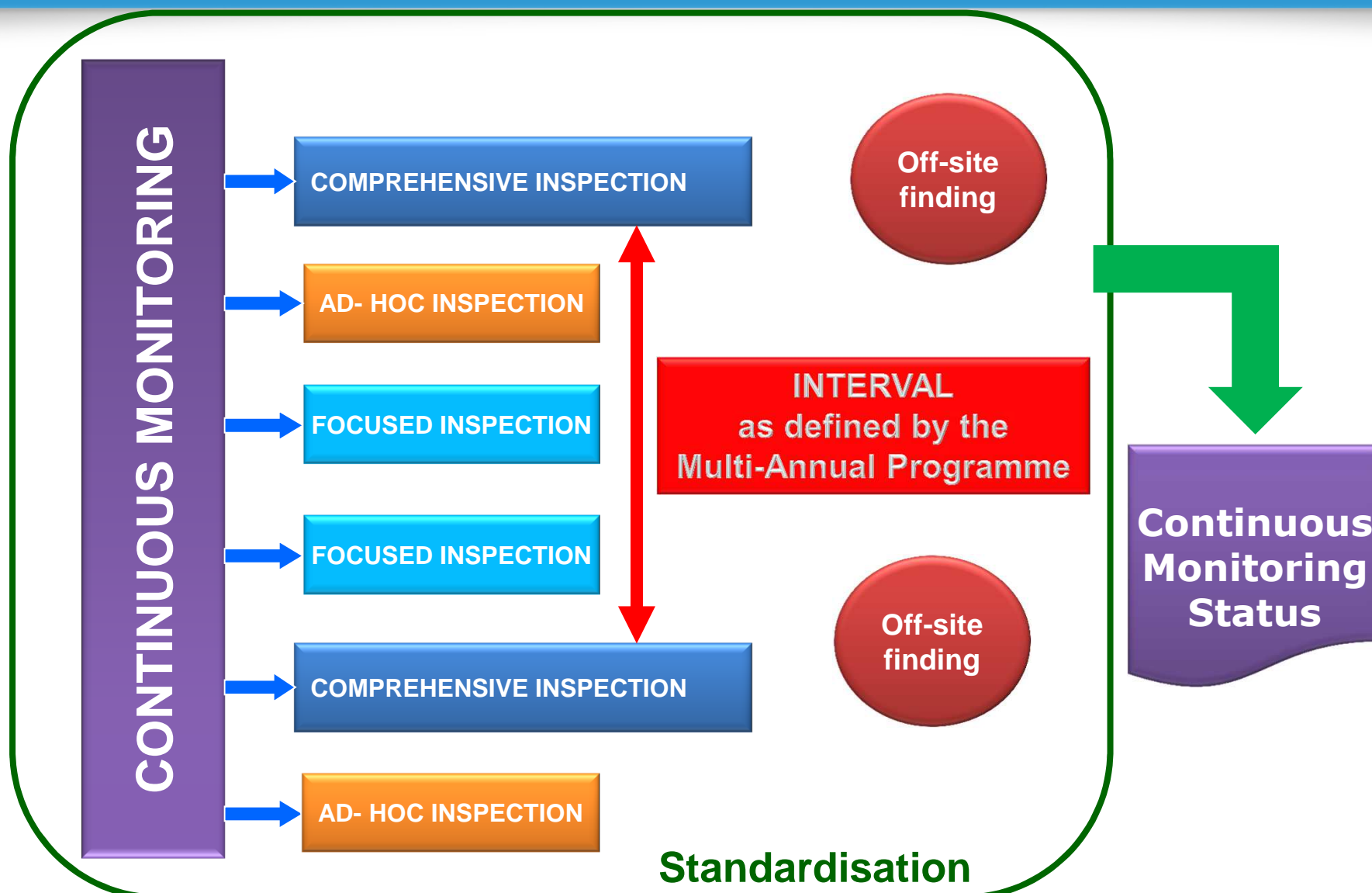
They have to be provided in a form and manner specified by EASA

Information already provided to ICAO to be taken into account



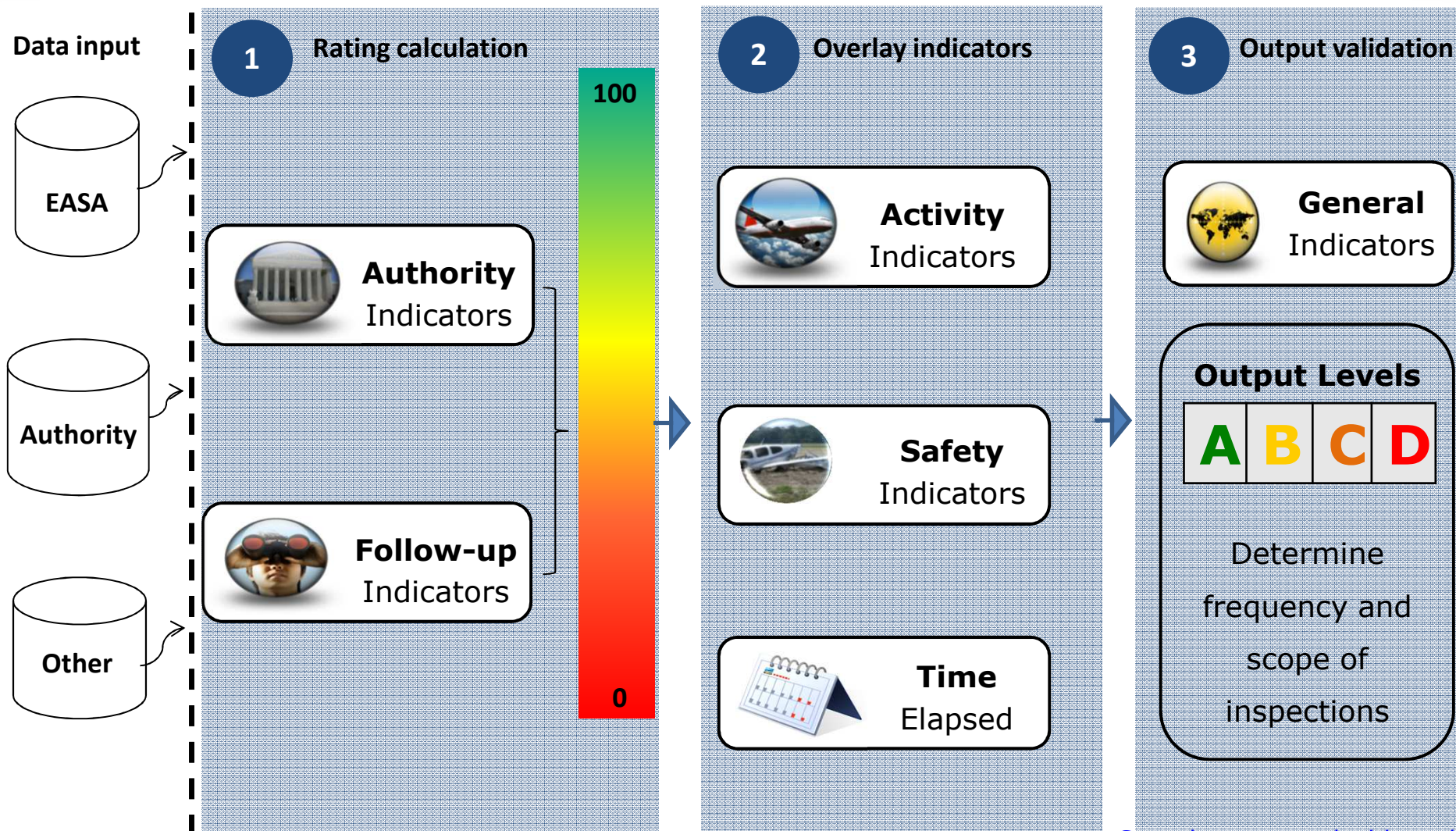


Inspection intervals





The Model - how it works



[Sample country dashboard](#)



The Model - indicators

Authority Indicators

- No. of regional offices
- Staffing and budget levels
- SSP implementation
- Standardisation findings
- ...

Follow-up Indicators

- Action plan progress
- Reactivity index
- Supplementary reports
- ...

Activity Indicators

- Aircraft registered
- Organizations approved
- Licenses issued
- Movements
- ...

Safety Indicators

- Immediate safety concerns
- SAFA ratio
- Accidents/serious incidents
- ...

Time elapsed

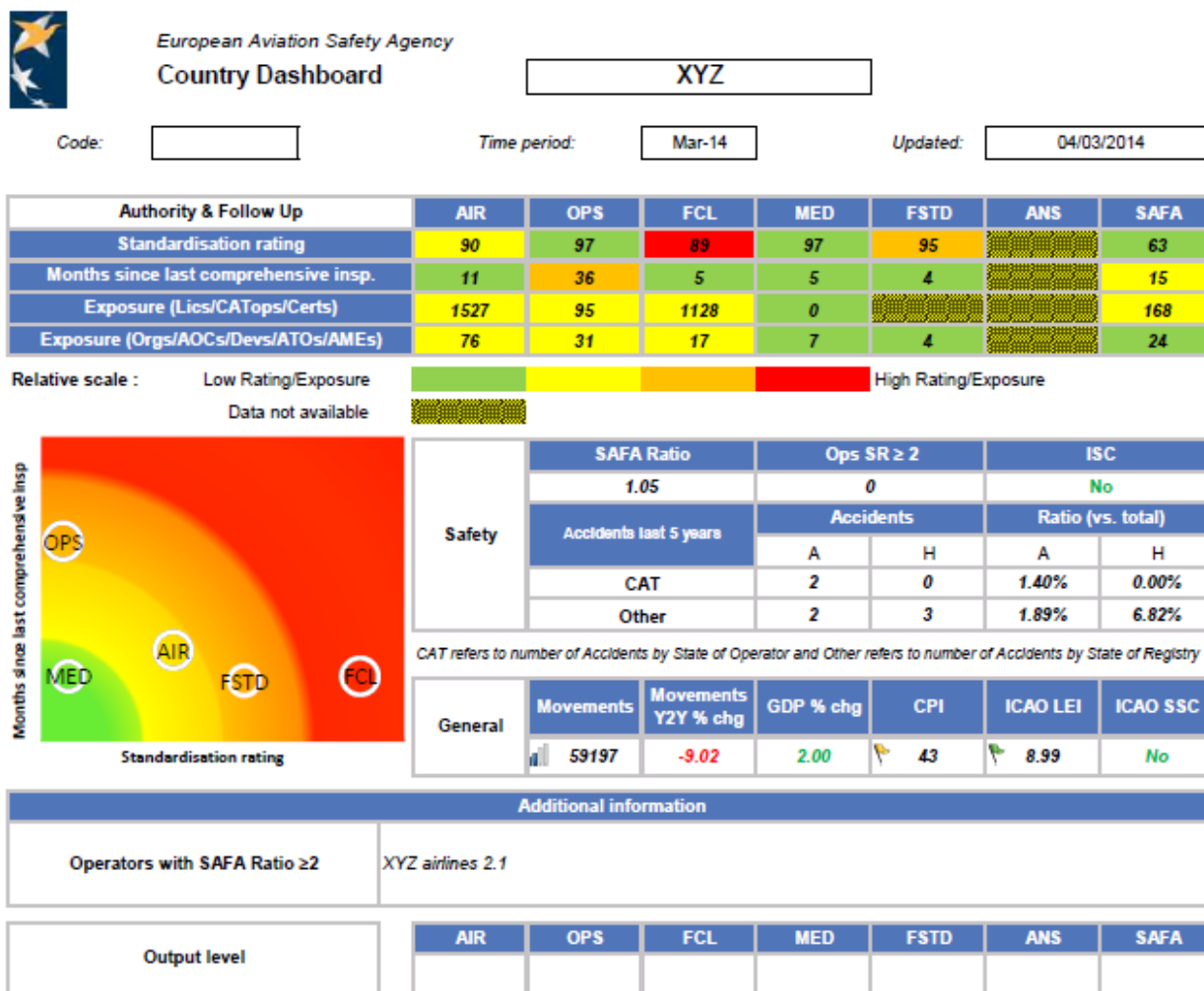
- Time elapsed since last comprehensive inspection

General Indicators

- Political stability
- GDP variations
- ICAO LEI
- ...



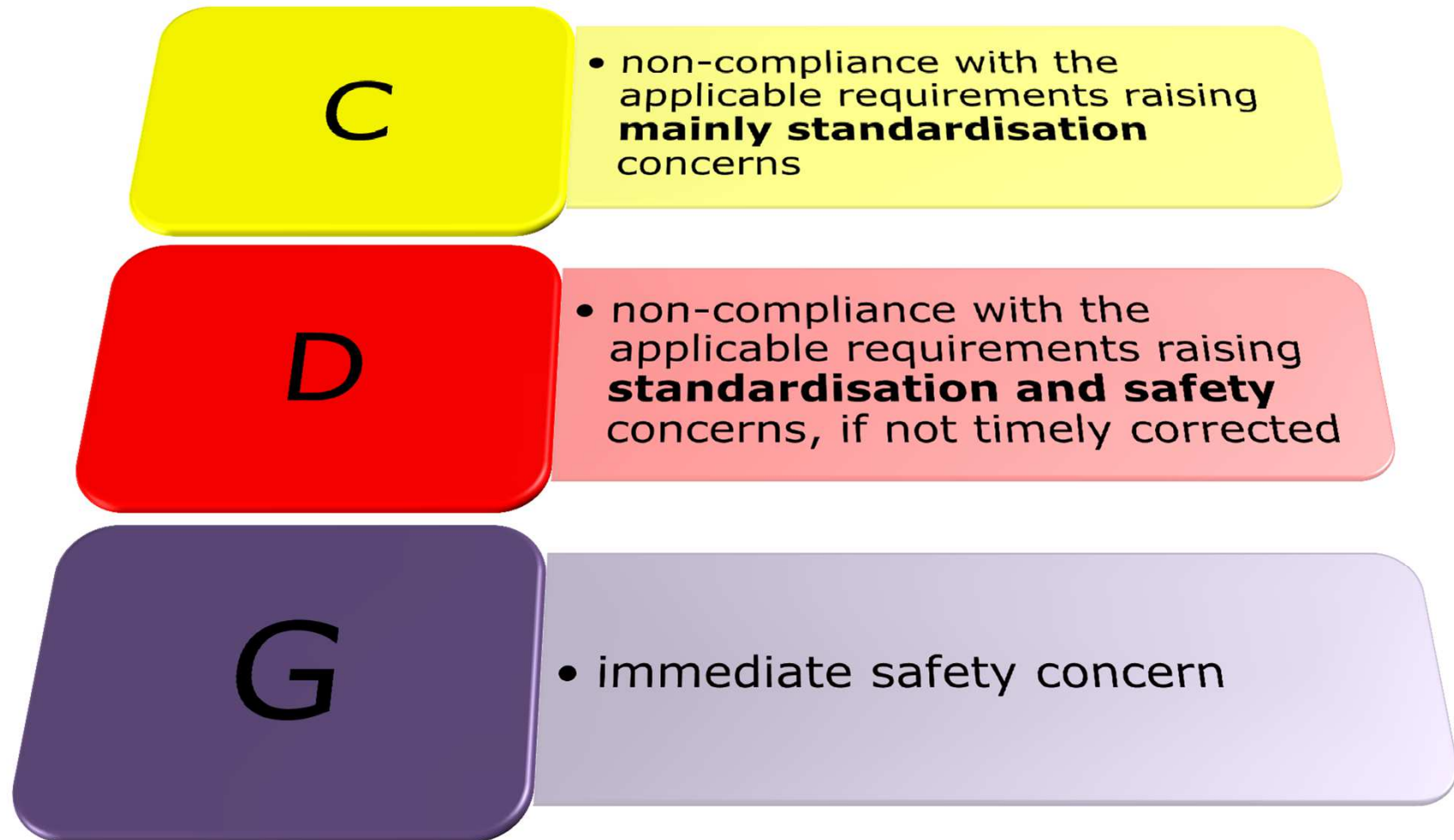
The Country Dashboard



*A **decision support tool** used by the standardisation experts in order to determine the scope and frequency of inspections*

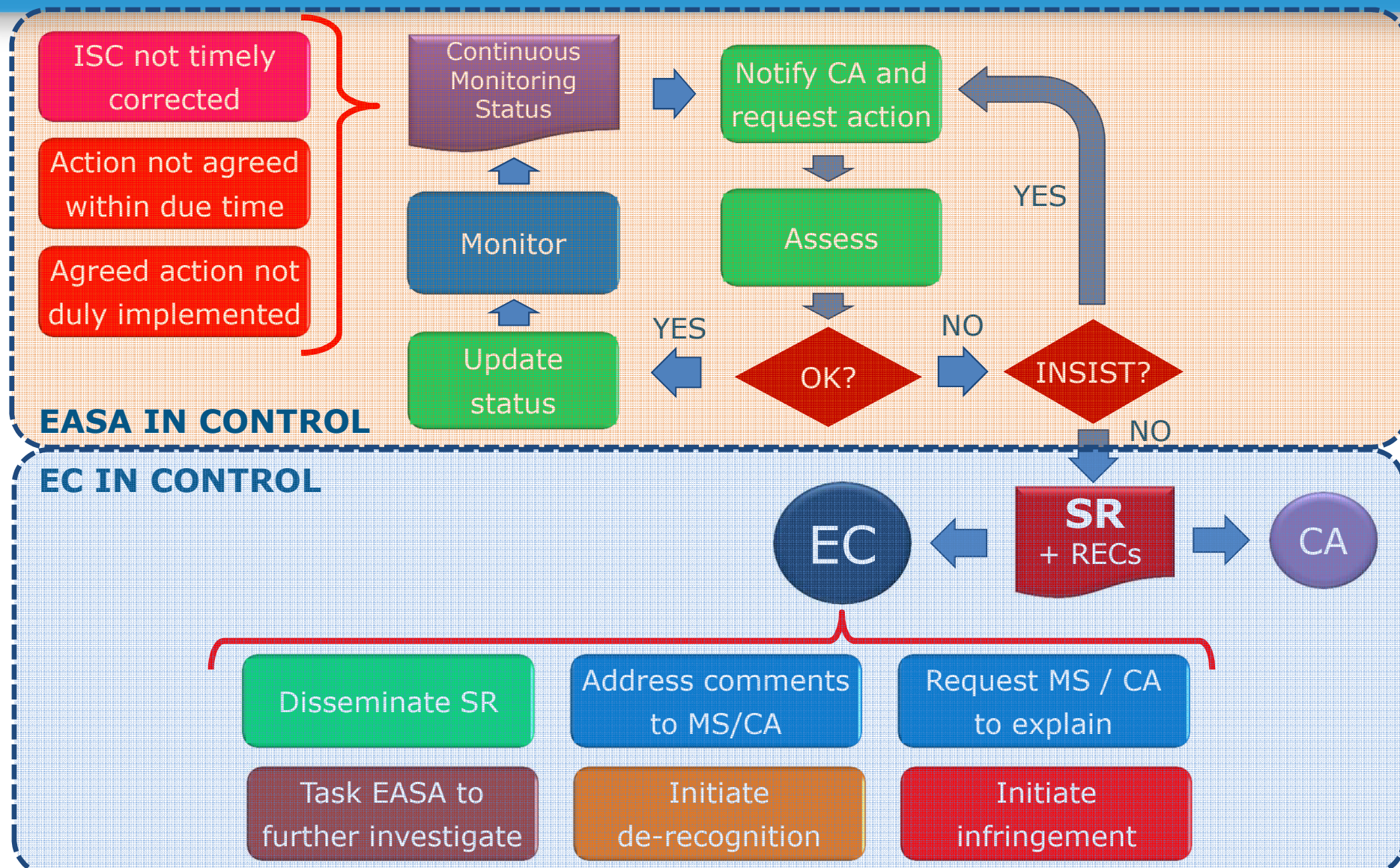


Classification of findings





Supplementary Actions





Access to information contained in inspection reports



➤ Regulation (EU) No 628/2013, Art. 21(3)

- Where information contained in an inspection report relates to **on-going safety investigations** conducted in accordance with Regulation (EU) No 996/2010 of the European Parliament and of the Council, that information **shall be made available without delay** to the **authority in charge** of the safety investigation.



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Thank you for your attention

Questions? claudio.trevisan@easa.europa.eu

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