



EASA
European Aviation Safety Agency

International Cooperation: EASA role and support to EU Industry

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Your safety is our mission.

An agency of the European Union 



- ▶ EASA International Cooperation: Role, Mechanisms and Tools
- ▶ EASA International Activities supporting EU industry
- ▶ Focus on the Main Developments: Relations with the US, China and Japan



Regulation (EC) No 216/2008 (BR), Article 27, EASA:

- ✓ assists the EU and MS in their relations with third countries - in particular in the harmonising of rules and mutual recognition regarding approvals attesting the satisfactory application of rules.
- ✓ cooperates with the CAAs of third countries and the international organisations competent in matters covered by BR in the framework of working arrangements. Such arrangements receive Commission's prior approval.
- ✓ assists MS vis-à-vis their international obligations, in particular those under the Chicago Convention.



Agreements and External Representation

Technical Cooperation Programmes

Technical Training

ECQB



Agreements and External Representation

Institutional
Relations



External
Representation

Centralised Policy
towards Foreign
Authorities/ICAO

(in coordination with EC)



Institutional relations – EU Agreements



Bilateral aviation safety Agreements – BASA

- US (Signature 2008, entry into force: 2011)
- Canada (Signature 2009, entry into force: 2011)
- Brazil (Signature 2010, entry into force: 2013)



Other EU agreements:

- EFTA States
- ECAA Agreement
- CAA Agreements
- Euromed Agreements



EU Agreements – Main activities





Institutional relations – Working Arrangements

EU Industry Support

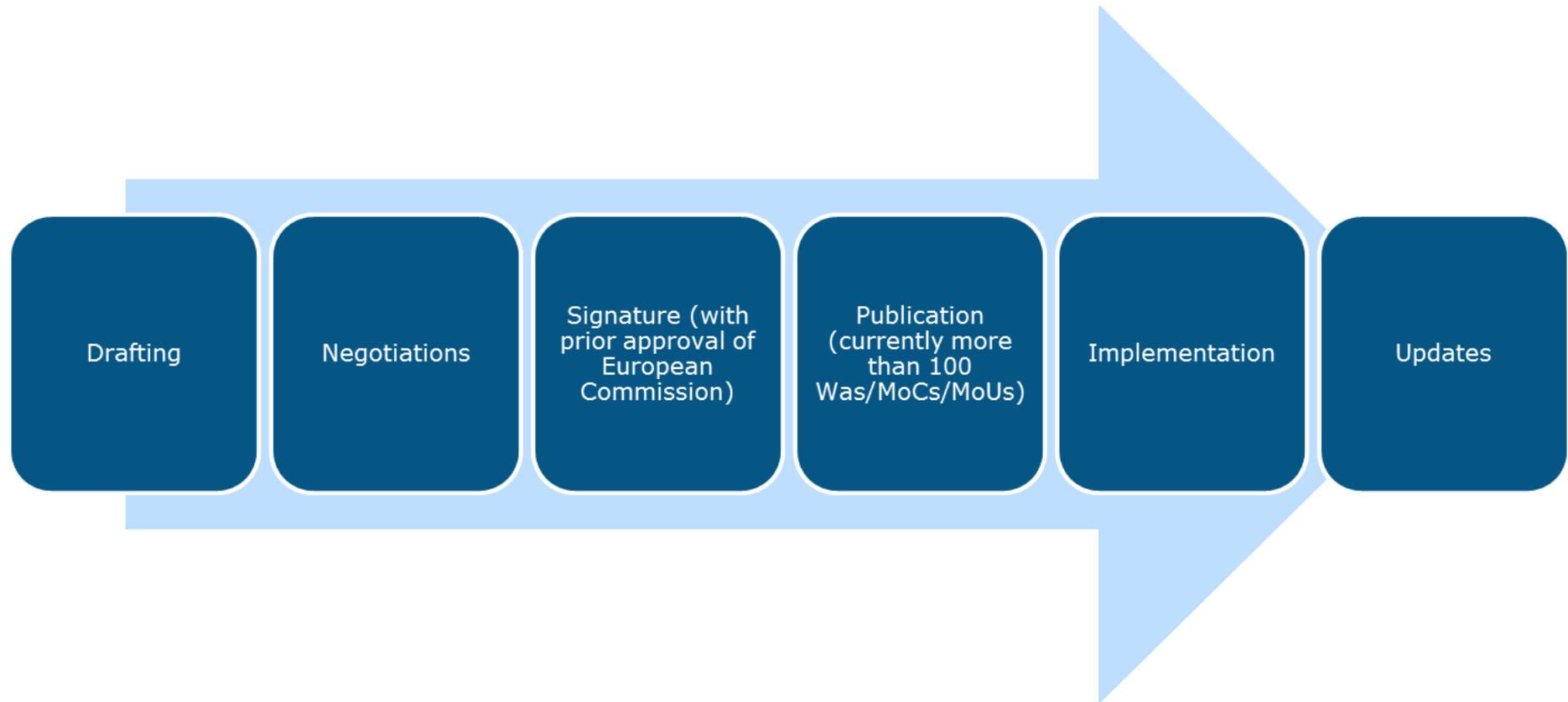
- **Unilateral validation of EASA certificates by CAAs of third countries** (e.g. WAs with CAAC-China, CAAV-Vietnam, GCAA-UAE).
- **Bilateral support for validation exercises** (WAs with JCAB-Japan, HKCAD-Hong Kong)
- **Operational modalities for the implementation of EU Agreements** (e.g. WA with the FAA on the Airbus Mobile Alabama FAL)

EC/EASA Cooperation Initiatives

- **Bilateral technical cooperation** (WAs with CAAS-Singapore, “Euromed” States’ Authorities)
- **Conduct of EASA standardisation inspections in third countries** (e.g. WAs with “Pan-European” States’ CAAs)
- **Promotion of EU SAFA Programme** (e.g. TCCA-Canada, DGAC-Morocco, GCCA-UAE)
- **Safety information exchange** (e.g. WA with ICAO)

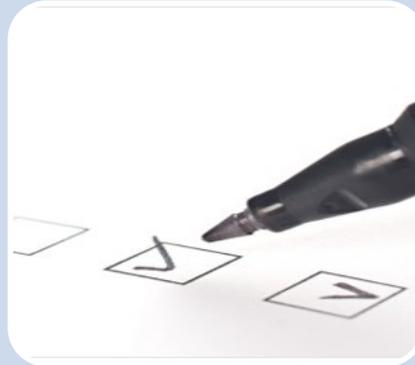


Working arrangements – Main activities





Centralised Policy: EU/EASA-ICAO Cooperation



ICAO State Letters

Filing of Differences

ICAO Panels, WGs, SGs
IISC

ICAO Assemblies and High Level Conferences



External Representations



2008:
Washington,
Beijing



2011: Montreal



Main
functions:

- Intelligence gathering
- Promotion of EU/EASA model and views
- Support to EASA HQ staff (missions, communications, hearings etc.)
- Support to EU Delegation
- Support to Industry



Technical Cooperation Programmes

- Safety does not stop at EU borders
- Need to co-operate with partner authorities
- Promoting EU views and standards

The Big Picture

EASA engages in Technical Cooperation Activities based on requests & available funds

- EU (Safety and/or other aspects)
- Countries willing to adopt EU regulations or requesting assistance
- EU Industry interests



Technical Cooperation Projects

Cross-Regions

International Cooperation Forum (ICF)
Targeted Technical Assistance missions

Neighbouring Countries: ENP

Support accession/integration or interoperability with EU

- IPA 3
- EUROMED
- TRACECA II (upcoming)

Latin America

Support EU efforts to develop cooperation

Africa

Assistance to states to meet their international obligations

- SIASA – Pan African
- ATA-AC – CEMAC region
- IASOM – Malawi
- ZAMBIA

Asia-Pacific

Support EU strategic cooperation
Assistance to states to meet their international obligations

- AATIP
- EU-CHINA APP
- EU-SOUTH ASIA (upcoming)



Technical Training

- Develop and deliver technical training to Agency staff, MS NAAs and Industry;
- Develop and manage the e-examination system;
- Manage the Technical Library of the Agency;
- Manage the EASA ELG system (e.g. training catalogues). See the [ELG web page](#)



Technical Training – Virtual Academy

- Relevant regulatory training for MS NAA 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;
- Testing platform: Inspectors are tested using EASA e-examination (MCQs & scenario based exams);
- Extension to non-EU NAAs and organisations under discussion.

- European Central Question Bank - database of questions used for theoretical knowledge exams for the IR as well as ATPL, MPL & CPL;
- Working with experts around Europe to improve the quality of the question bank;
- Exams are managed by each Member State;
- See the [ECQB web page](#)



Focus on the EU-US BASA: Acceptance of STC classification

- Revision 5 of the Technical Implementation Procedures (TIP) adopted on 15th September 2015.
- Reciprocal acceptance of TSO/ETSOs (*will enter into force upon signature of BOB Decision 006*).
- Automatic acceptance of the classification of STCs as “basic”. For STCs classified as “basic” validations do not require Validating Authority’s technical involvement anymore. Purely administrative certificates are issued.
- Efficiency gains: Faster processing of “basic” STCs.
- No automatic acceptance of STCs in general (could be part of a future revision of the TIP).



Focus on the EU-US BASA: Pilot Licencing Annex



Scope (1st
phase):
PPL/IR/night
rating -
aeroplane



Exclusions (e.g.
type ratings,
medical)



Principle: original
licence + special
conditions =
converted licence





Focus on the EU-US BASA: Pilot Licencing Annex (cont'd)

- Conversion (vs. Validation)
 - EU: validations limited in time
 - US: validations not limited in time
 - US → EU: simpler than “normal” conversion of 3rd country licence
 - EU → US: full conversion (like Canada only)
 - Under BASA: self-standing licence, not linked to original licence
 - Validation still possible

- LAPL – for future phases



Focus on China: Potential future EU – China BASA

- Scope: Airworthiness;
- Expected benefits: Facilitate the free and safe circulation of aviation products and services between the EU and China;
- Long-term perspective (EASA relationship with CAAC in the next decades);
- Expected timing: theoretically 2 years for its signature.



Focus on China: Potential future EU – China BASA (cont'd)

➤ Possible difficulties:

- Will be the most extensive confidence building exercise ever for EASA (consistent with risk involved);
- Cultural and linguistic dimensions;
- After the negotiation mandate is issued by the Council to the EC (expected before end 2015), long negotiation process;
- Possible link with other issues during negotiation (Traffic rights, environmental issues in ICAO);
- Conclusion of the BASA: ratification process by both sides.



Focus on Japan: Potential future EU – Japan BASA

- Scope: Airworthiness;
- Expected benefits: Facilitate the free and safe circulation of aviation products and services between the EU and Japan;
- Expected timing: Not clear. Signals from JCAB suggest possible short negotiation;
- Advantageous situation compared with China: Confidence building
 - As part of MRJ certification, EASA is verifying a “live project”: JCAB operational implementation of its own procedures, during a “real” certification exercise. This will be “credited” to BASA “confidence building”;
 - An assessment of the Japanese production system will be performed by EASA end of October.
- Possible difficulties:
 - Obtaining the negotiation mandate by the EC (after Chinese mandate);
 - Conclusion: ratification process by both sides.



<https://www.easa.europa.eu/easa-and-you/international-cooperation/easa-by-country/map>



EASA
European Aviation Safety Agency

Thank you for your attention!
Any Questions?

Your safety is our mission.

An agency of the European Union 