



Working together for aviation safety: the EASA perspective

Köln – 16 October 2008
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Has EASA legislative powers?

Definitely NOT!

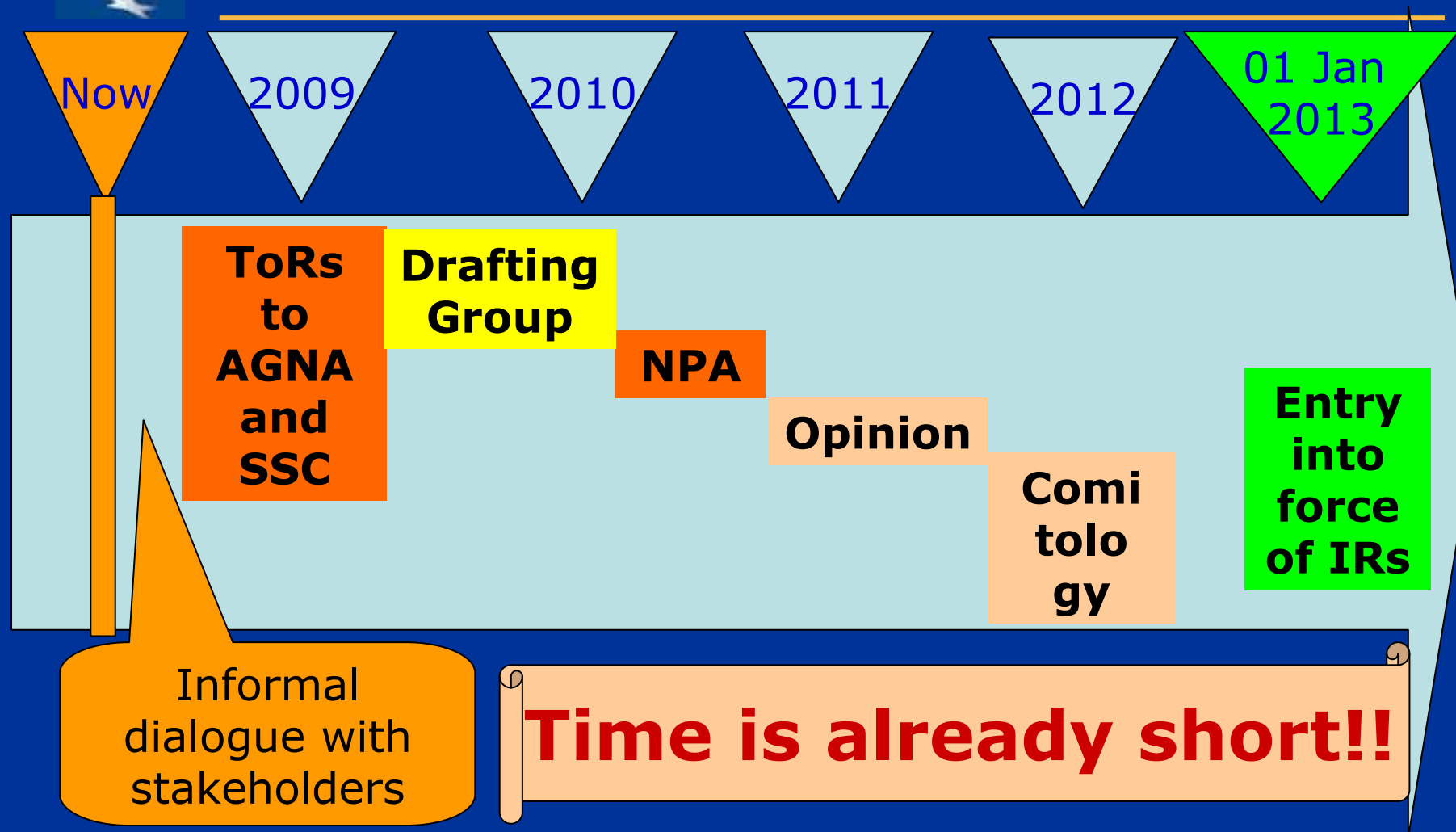
But EASA expects that the **principles of COM 390 (identical to 216/2008) will remain:**

- centralized rulemaking and standardisation
- certificates and oversight at national level except few, well identified and justified, exceptions (e.g. EGNOS, Galileo, ...)
- R&D not over regulated (e.g. SESAR development)
- Flexibility of AMCs and specifications
- Being in the scope of the legislation does not necessarily mean to be obliged to certification
- Simplified verification of equipment/systems
- Appeal, Annual Safety Review, Etc.



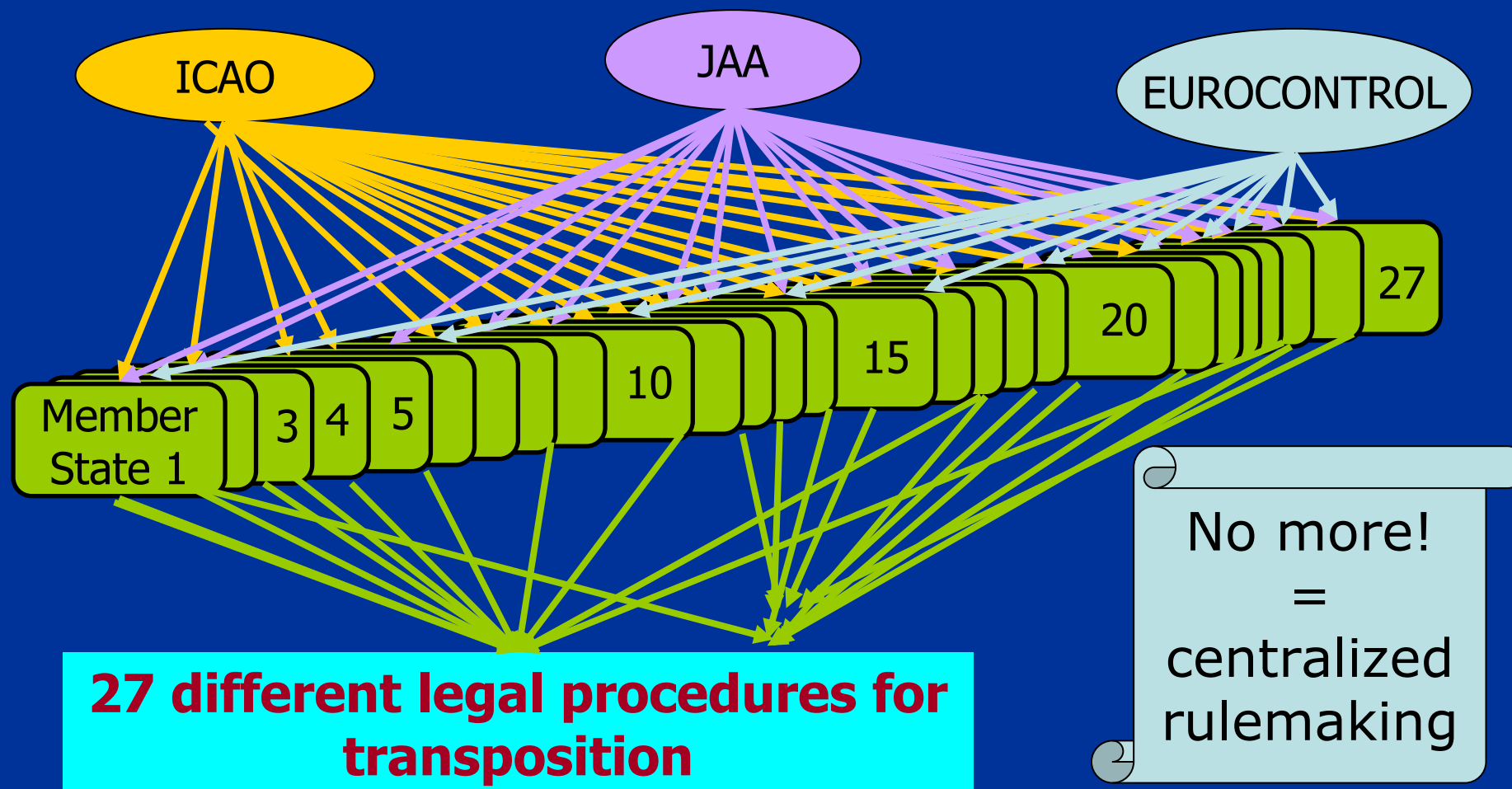
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Is it too early to discuss how to implement 2nd extension?





The past





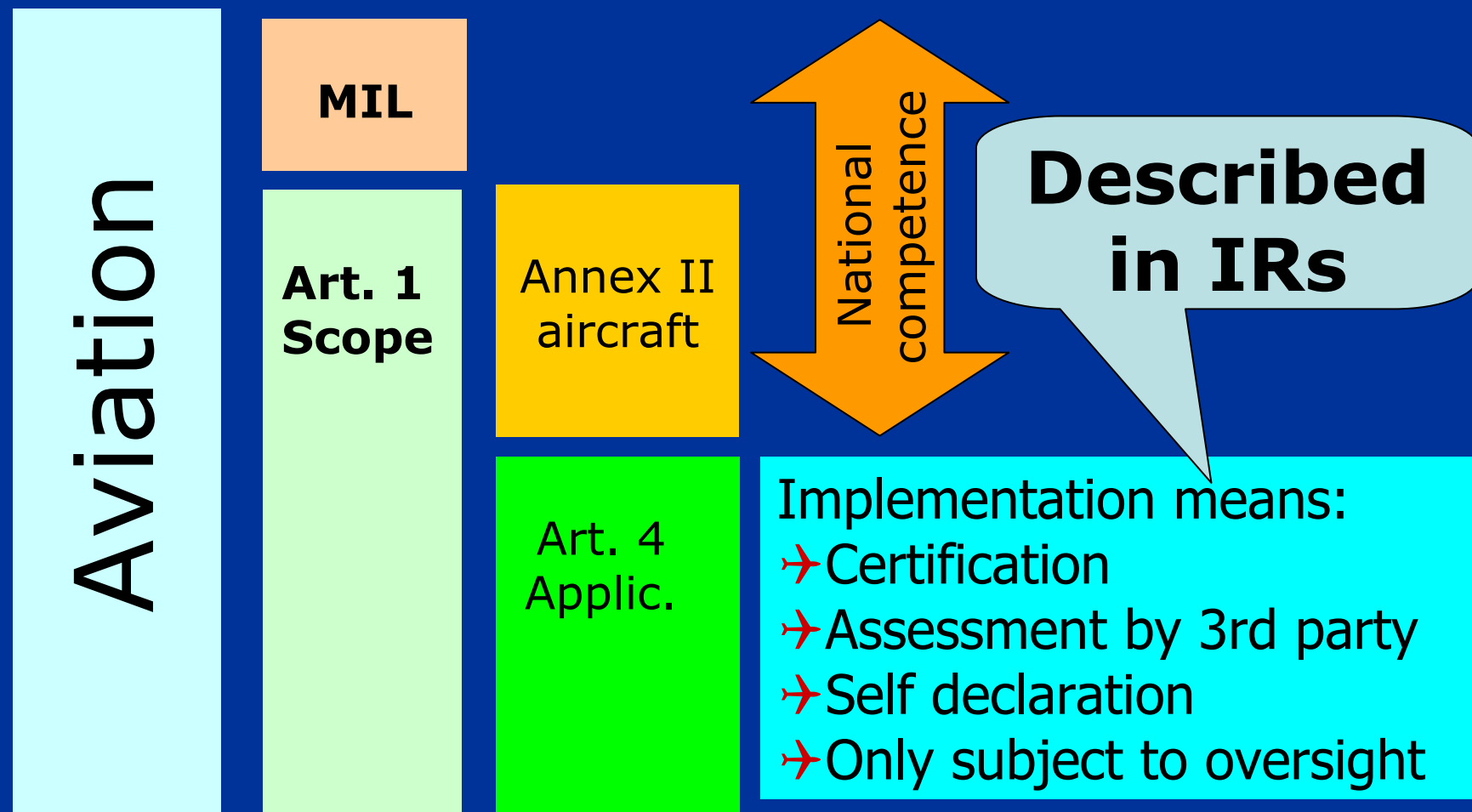
EASA rule means certification?

Definitely NOT necessarily!

Art.	Mechanism	Purpose
5.2(e)	Privileges	Delegate authority for minor changes
5.2(e)	Alt. Proced.	Simplified approval for design/manuf.
13	Qual. entities	Delegation of verification tasks
7.5	Third parties	Privileges flight examiners from law
8.3	Declaration	Self declaration by non commercial ops
8.1	Only obligation for ERs	Only inspections for non commercial operators of non complex aircraft
8d	Accredited bodies	Proposed by COM 390 for ATM/ANS systems

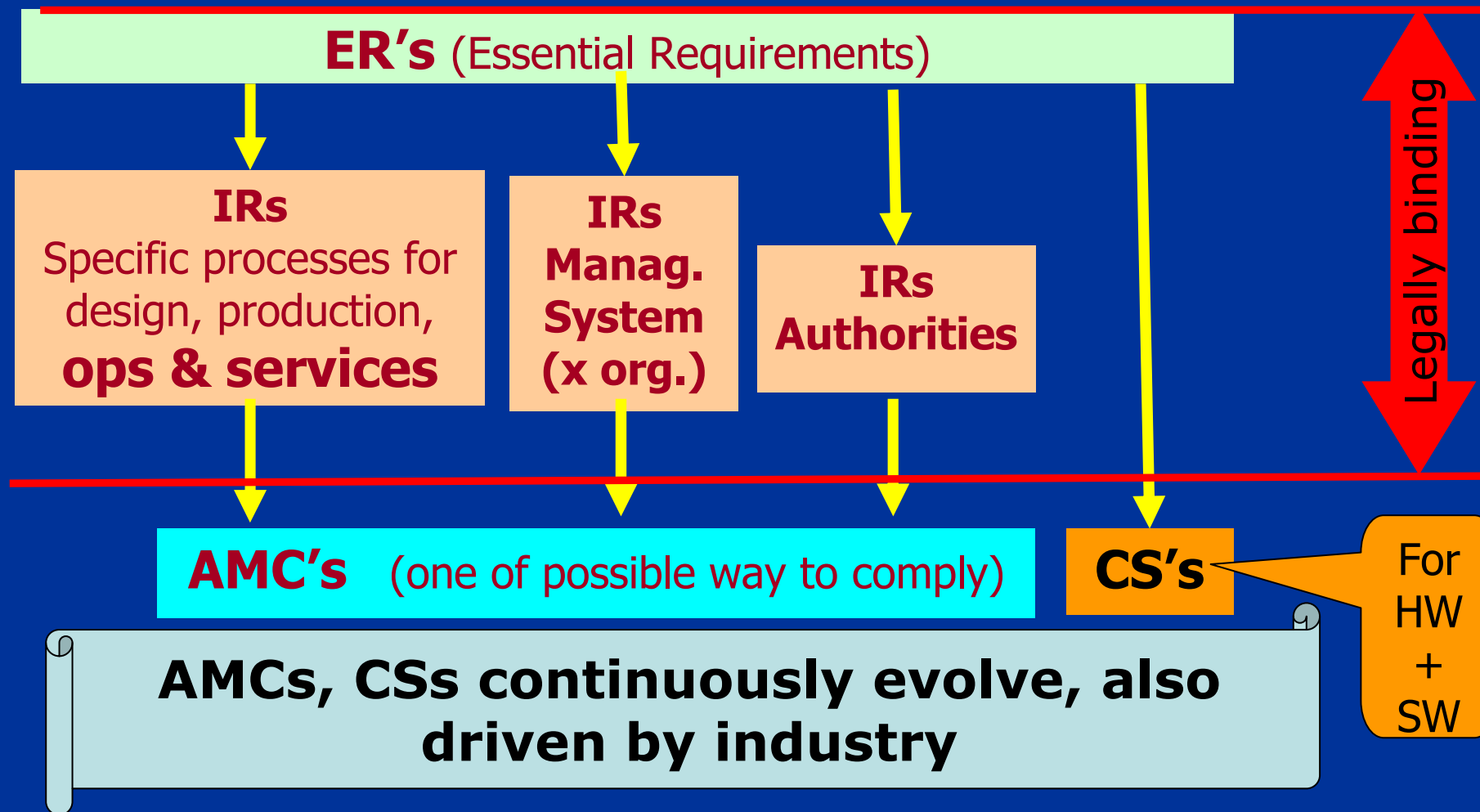


From scope to implementation



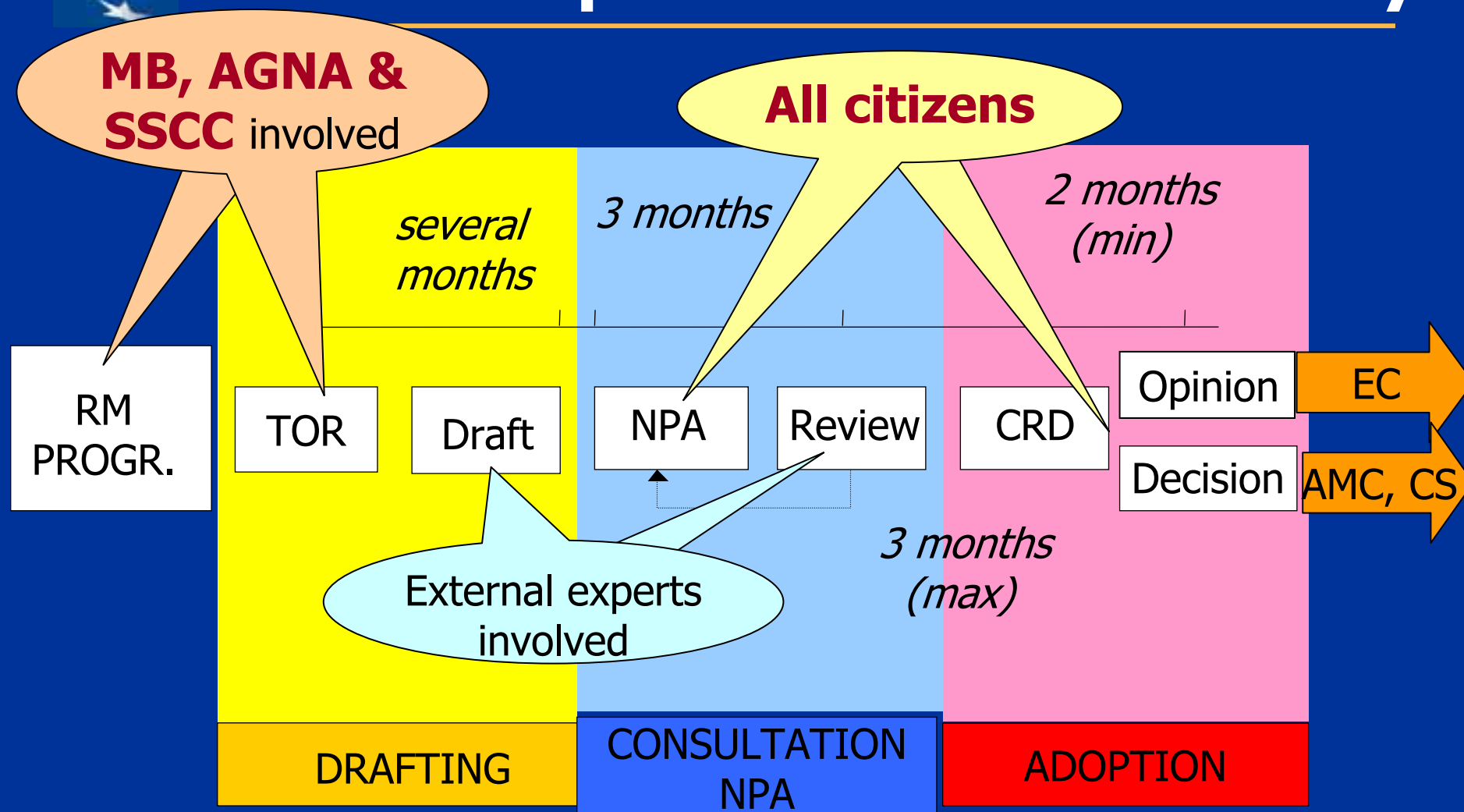


The layers of the EASA rules





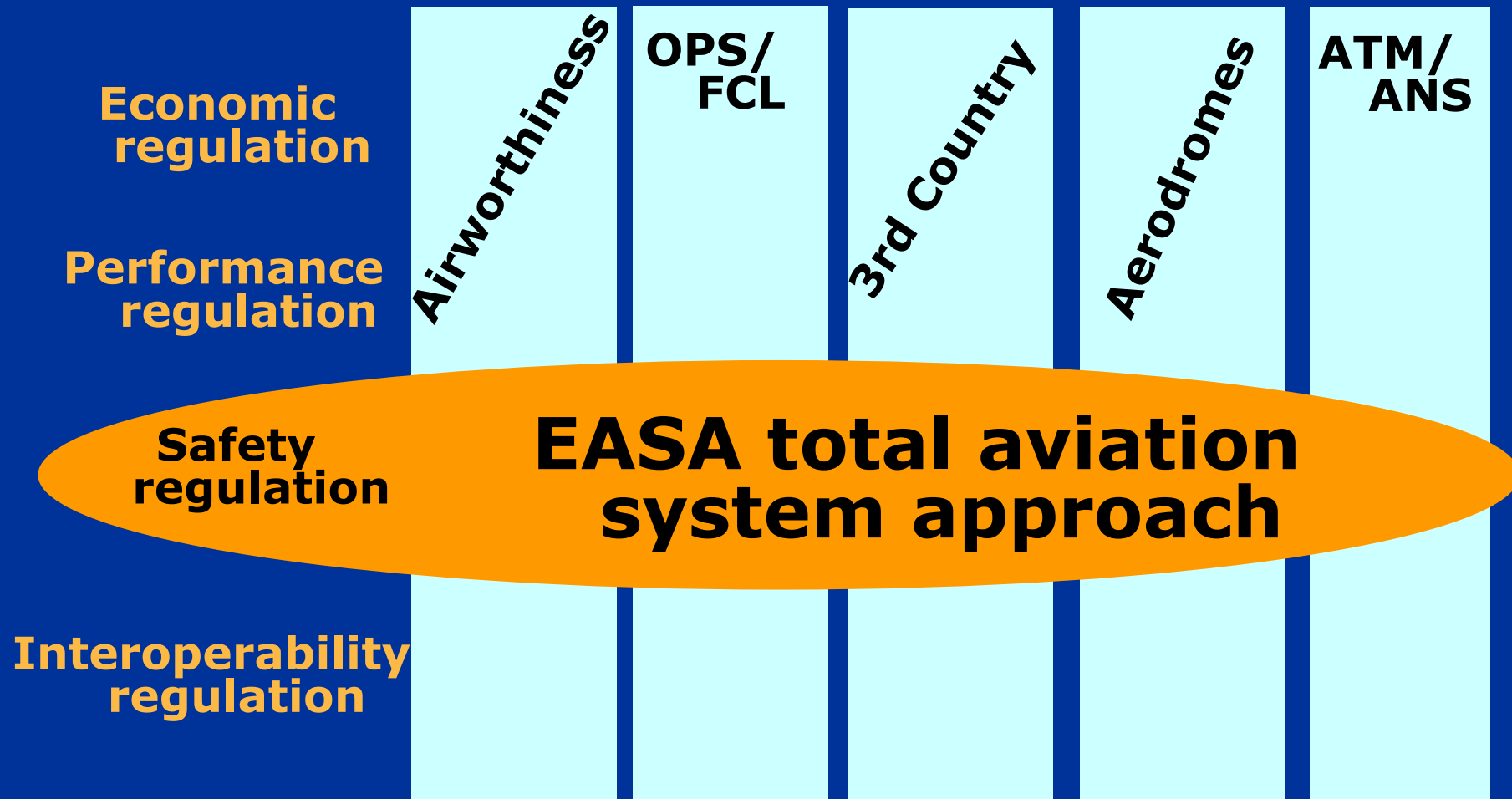
EASA rulemaking procedure in summary





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Total system approach





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No duplication for safety regulation

Process	ONLY through
Rulemaking for safety	EASA
Rulemaking for interoperability	SES
Standardisation inspections	EASA
Verification of constituents at factory (one process for both safety and interoperability)	Manufacturers
Assessment of safety of design changes	Designers
Certification of national ANPSs	NSAs
Certification of « continental » providers	EASA



Transition from SES

Period	Activity	Ref.	Date
Now to adoption of amendments to EASA B.R.	Coordination with ECTL		< 2010
	Data exchange with ECTL	MoC	
	« Gap » identification	Infor. Group	
	Structure IRs		
Before first IRs	Draft IRs	RM pr.	10-12
	Accredit bodies	22d	
	Oversight continental providers	22b(b)	
After first set of IRs	Alignment SES IRs (e.g. 8.33 kHz)	New B.R.	> 12
	EASA Technical Standard Orders to avoid duplication conformity assessments		