



5th EASA Industry Meeting

The new Standardisation Regulation

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Regulation (EC) 1592/2002 on Airworthiness and Environmental Certification

Regulation (EC) 1702/2003 on Airworthiness and Environmental Certification

Annex (Part 21)

*Section A: Application
Requirements*

*Section B: Administrative
Procedures*

Appendices: EASA forms

Regulation (EC) 2042/2003 on Continuing Airworthiness

Annex I (Part-M): Continuing Airworthiness Requirements

Annex II (Part-45): Maintenance Organisation Approvals

Annex III (Part-66): Certifying Staff

Annex IV (Part-147): Training Organisation Requirements

*Section A: Technical
Requirements*

*Section B: Administrative
Procedures*

Appendices: EASA forms

AMCs, Guidance material...

**National
Aviation
Authorities
retain their
statutory
duties**

25 EU



6 JAA



3 EEA



Standardisation, why and how ?

Given the diversity of the States, there is a need for

a "standardisation activity"

i.e.

**a monitoring of how NAAs apply
EU regulations in their countries and
in the fields under their competence**



The new standardisation regulation...

Based on articles 16 and 45 of the Basic Regulation

**EC Regulation 736/2006 on Working methods
of the European Aviation Safety Agency for
conducting standardisation inspections**

- Issued on 16.05.2006
- Published in EC Official Journal 17.05.2006
- Entered into force 01.06.2006

Provides a strong legal framework for standardisation !



EC Regulation 736/2006 (1)

- ✈ ...the Agency shall carry out inspections of National Aviation Authorities....these may include inspections of undertakings...only used as supporting evidence of findings to the visited authority.
- ✈ 'Authorised personnel of the Agency'
- ✈ 'Authorised personnel of Member States'
- ✈ Annual programme communicated to the **Commission** and the other members of the **Management Board**



EC Regulation 736/2006 (2)

→ **national coordinator**

→ **training programmes** of its staff and of the authorised personnel of **Member States**

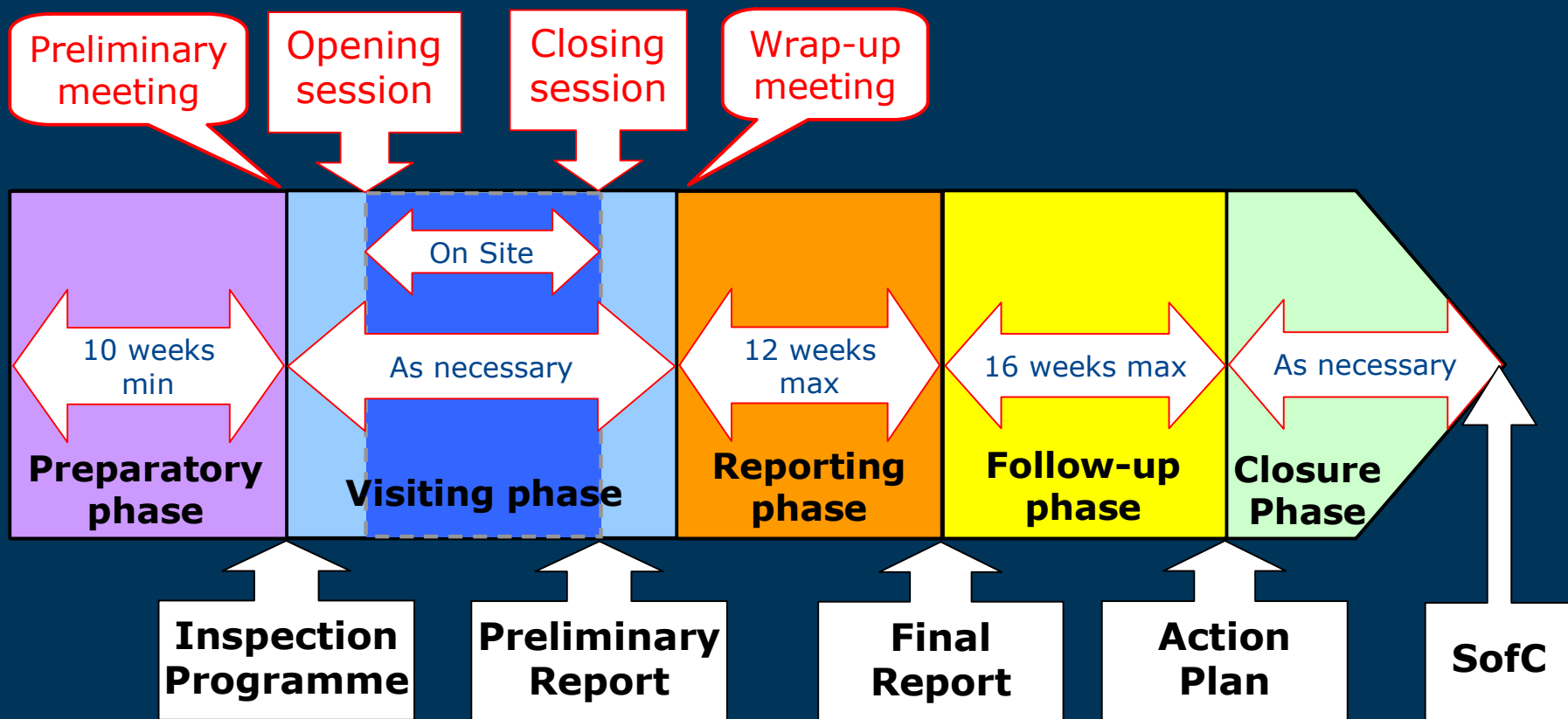
→ **qualification criteria** for its staff and for personnel of Member States who participate in inspection teams.

→ **annual report**



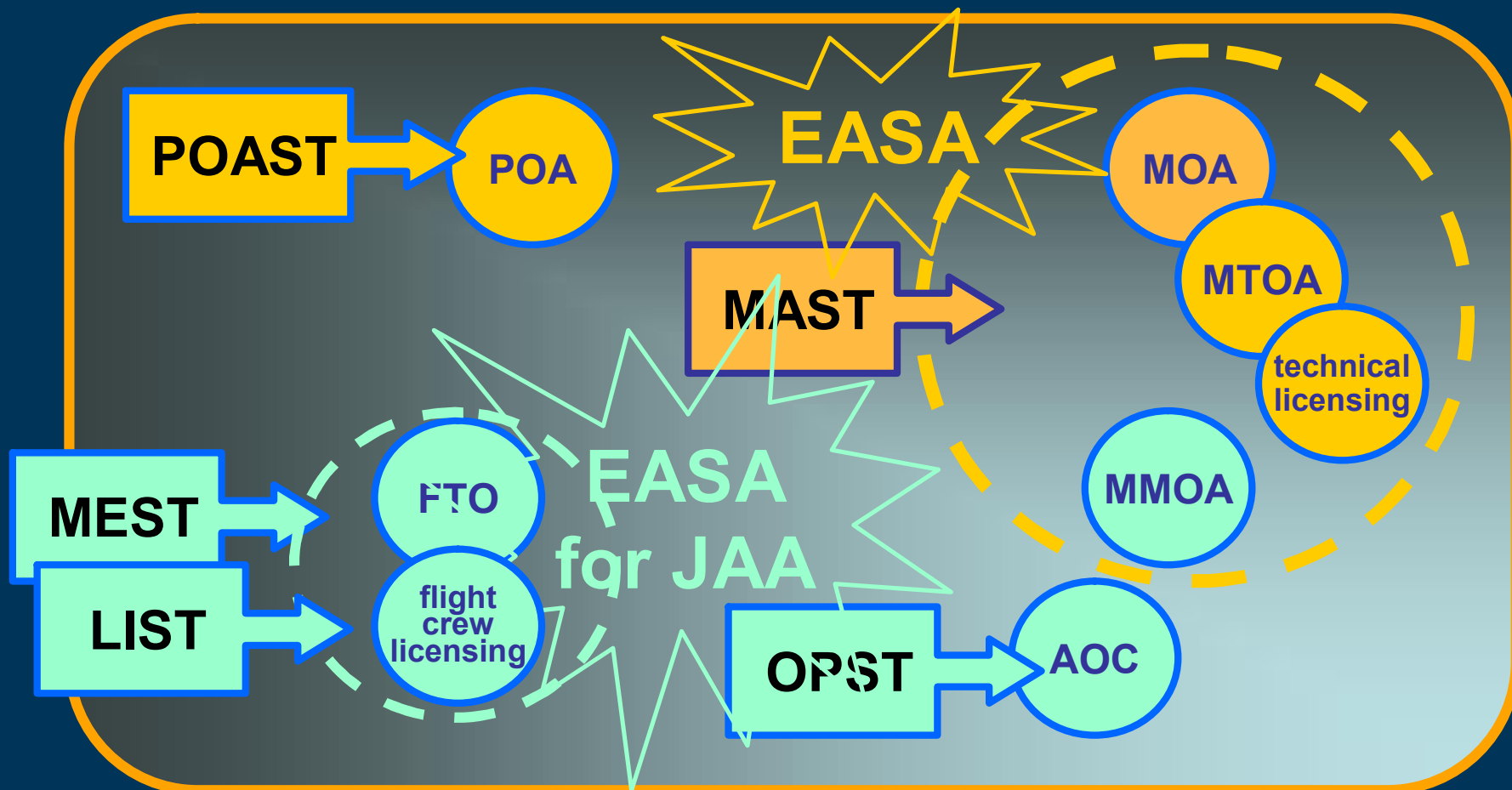
Conduct and reporting of inspections (Art. 8-12)

The overall picture of an STD inspection:





Standardisation teams, in 2007





Standardisation meetings

- ➔ **In addition to the assessment visits, Member States are periodically invited to share their views on the understanding and interpretation of the rule during “Standardisation Meetings”**
- ➔ **Such meetings have already taken place in the last two years twice for Part 66, once for Part M and once for Part 145. Another meeting will take place within two weeks for Part 21.**



The work done in 2005

- ➔ **Standardisation activity in 2005** (1st year of operation, full JAA working methods)
 - ✦ 19 countries inspected on Continuing Airworthiness (Parts 145, M, 147, 66, 21.H)
 - ✦ 7 countries inspected on POA (Part 21.G)
 - ✦ > 750 requests of corrective actions
 - ✦ > 80% teams supported by NAA inspectors
 - ✦ First all-NAA Standardisation Meeting (Part-66)



The work done in 2006

Current standardisation activity in 2006 (transition from JAA to EASA working methods)

- ✦ Annual Report on Standardisation Status
(sent to Commission on 13 Feb 2006)
- ✦ 24 inspections planned for Continuing Airworthiness
- ✦ 16 inspections planned for Initial Airworthiness
- ✦ Special survey and Report on Part-66 conversion status
(performed first semester 2006, sent to Commission 20.06.06)
- ✦ 4 all-NAA Standardisation Meetings planned
(Part-66, Part-M, Part-145 and Part-21.G)



EASA Standardisation Strategy

- Ensure common procedures in all fields of the implementing rules
- Ensure the “standardisation” of inspectors through training and recurrent training
- Try to resolve as much as possible non-conformities at EASA-NAA level
- Build up a strong organisational relationship with the **European Commission** for effective follow-up
- Develop a pro-active approach to Standardisation with NAA by:
 - ✦ a) involving **NAA inspectors as team members**
 - ✦ b) promoting a common interpretation and implementation of the rules through structured **Standardisation Meetings** with all NAA



European Aviation Safety Agency



**In standardisation,
the actors play together,
not against each other !**