

# 2019 EASA – FAA International Aviation Safety Conference

*Regulators Innovating in the 21<sup>st</sup> Century*

*12-14 June Pullman Hotel, Cologne*

## Agenda

### DAY 1, WEDNESDAY 12 JUNE 2019

TIME	TITLE, SPEAKER
As of 08:00	<b>CHECK-IN AND REGISTRATION</b> <i>Note: Pre-registration is available Tuesday, 11 June 2019 from 16:00-18:00</i>
09:00-09:15	<b>WELCOME AND OPENING REMARKS</b> <i>Patrick Ky, Executive Director, EASA</i>
09:15-09:25	<b>WELCOME REMARKS BY THE MAYOR OF COLOGNE</b> <i>Henriette Reker, Mayor of Cologne</i>
09:25-09:55	<b>FAA HIGHLIGHTS</b> <i>Ali Bahrami, Associate Administrator for Aviation Safety, FAA</i>
09:55-10:05	<b>FLASH TALK – SAFETY PROMOTION</b> <i>John Franklin, Safety Actions Section Manager, EASA</i>
10:05-10:50	<b>NETWORKING COFFEE BREAK</b>
10:50-11:20	<b>EASA HIGHLIGHTS</b> <i>Patrick Ky, Executive Director, EASA</i>
11:20-11:30	<b>FLASH TALK - COLLABORATION</b> <i>Gretchen Haskins, CEO, HeliOffshore</i>
	<b>DAY 1 FOCUS AREA – THE INNOVATION CHALLENGE</b>
11:30-12:45	<b>PLENARY A: SAFETY AND THE ROLE OF REGULATORS IN INNOVATION</b> New technologies, new transportation models, and entrants to the civil aviation system are influencing the aviation industry and regulators at an incredible pace. As technologies evolve into more complex and more integrated automated product design, regulatory oversight strategies are undergoing permanent adjustments to address these new developments. While the current EASA/FAA framework is adapted to existing products and associated safety oversight systems, the growing pace of technological innovations and their disruptive integration within the aviation system may pose potential limits on ever-greater reliance between bilateral partners. How could our partnership evolve within unique regulatory structures and models? This session provides insights from the regulators on how their organisations are balancing the challenges of technological innovation with the need to maintain safety – discussing new strategies on policies, regulations, and stakeholder engagement while defining the appropriate role of regulators in the changing aviation domain.

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**Moderator:** Giancarlo Buono, European Regional Director Safety and Flight Operation, IATA

**EASA:** Patrick Ky, Executive Director

**FAA:** Ali Bahrami, Associate Administrator for Aviation Safety

**Airbus:** Jean-Brice Dumont, Executive Vice-President Engineering

**Bell:** John Bouma, Director, Civil Certification and ODA

**Thales:** Jean Paul Ebanga, GM VP Flight Avionics

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12:45-14:00 **LUNCH BREAK**

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14:00-15:15 **PLENARY B: THE CHALLENGES OF TECHNOLOGY**

Building on the opening plenary session, this session will introduce and frame the major challenges of innovation and technology faced by both industry and regulators, including discussions in the areas of automated systems, digital transformation, and cybersecurity.

In addition, participants will discuss ongoing changes in the industry operations, such as RPAS/UAS (Remotely Piloted / Unmanned Aircraft Systems).

A particular focus of the panel will be on the potential development gaps (i.e. what are the potential issues of the current transition phase, where some organisations are more digitally advanced than others) as well as new synergies that may arise from digital transformation.

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**Moderator:** Jon Wandless, Director of Airworthiness & Quality, Civil Aerospace Engineering, Rolls Royce

**EASA:** Rachel Daeschler, Acting Certification Director

**FAA:** Earl Lawrence, Executive Director, Aircraft Certification Service

**Airbus:** Francois Duclos, A350 & RPAS Chief Airworthiness Engineer

**Aircraft Inventory Management and Services:** Brent Webb, President and CEO

**Lilium:** Lionel Wallace, Head of Airworthiness

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15:15-16:00 **NETWORKING COFFEE BREAK**

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16:00-17:15 **PANEL 1: AUTOMATED FLIGHT DECK**

Digitalisation and automation are rapidly increasing in aviation systems. While this has resulted overall in significantly improved safety, the trend towards increasing automation requires a renewed safety focus on the interactions between humans and automation. The FAA, through the Air Carrier Training (ACT) Aviation Rulemaking Committee (ARC), established Flight Path Management Working Group (FPMWG) to evaluate the regulations, guidance, policies, procedures, and training related to flight path management.

In 2016, the FPMWG submitted recommendations (2016-10) related to the training and operational aspects of managing automated systems.

EASA has modernised its regulatory framework related to threat and error management and crew resource management. EASA is now approached by the industry on new design considerations focussing on the pilot role in advanced flight decks, which may include a pilot

**PANEL 2: VIRTUAL TOWERS**

The remote provision of aerodrome Air Traffic Services (ATS) is evolving at a fast pace. Several Air Navigation Service Providers (ANSPs) have already implemented or planned the introduction of remote service provisions, based on the new innovative technologies. The U.S. and Europe are actively monitoring these developments and the new concept of operation with the associated system support has been explored by Research & Development (R&D) activities under the SESAR and NextGen programmes.

In consultation with relevant stakeholders including the FAA, EASA has taken a leading regulatory role by issuing guidance material in accordance with the most recent R&D developments and implementation experiences to facilitate the safe implementation and operation of remote aerodrome ATS provision.

This work has been recognised by ICAO and the EASA guidance is referenced in the ICAO Procedures for Air

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	<p>supporting role, application of artificial intelligence/machine learning technology, single pilot operations or fully autonomous aircraft operations. This session is an opportunity to discuss training and operational considerations for automated aircraft, as well as how novel technologies will support pilots in modern flight decks for future operations.</p> <p><b>Moderator:</b> <i>Alain De Zotti, Head of Aircraft Architecture and Integration, Airbus Commercial, Airbus</i></p> <p><b>EASA:</b> <i>Alain Leroy, Manager Innovation &amp; Special Projects / Principal Advisor to the Certification Director</i></p> <p><b>FAA:</b> <i>Robert H. Burke, Group Manager, Training and Simulation Group</i></p> <p><b>Garmin International:</b> <i>Tom Carr, Director, Flight Operations</i></p> <p><b>Thales:</b> <i>Eric Parelou, VP Airworthiness Certification</i></p>	<p>Navigation Services – Air Traffic Management (PANS-ATM) Document 4444. This panel will enable a dialogue to share respective experiences and collaborate on the harmonization of the various aspects of remote aerodrome ATS provision.</p> <p><b>Moderator:</b> <i>Larry Johnson, Industry Consultation Body (ICB) Vice-Chair, CANSO</i></p> <p><b>EASA:</b> <i>Nathalie Dejace, Head of ATM/ANS and Aerodrome Department</i></p> <p><b>FAA:</b> <i>Michael O'Donnell, Executive Director, Air Traffic Oversight Service</i></p> <p><b>SESAR JU:</b> <i>Niclas Gustavsson, VP Business Development &amp; Governmental Affairs, SAAB Group</i></p> <p><b>Budapest Airport Zrt.:</b> <i>Peter Temesvary, Head of Safety and Certification</i></p>
17:15-17:25	<p><b>WRAP-UP OF DAY 1/INTRODUCTION TO DAY 2</b> <i>Luc Tytgat, Strategy &amp; Safety Management Director, EASA</i></p>	<p><b>WRAP-UP OF DAY 1/INTRODUCTION TO DAY 2</b> <i>Jesper Rasmussen, Flight Standards Director, EASA</i></p>
19:00	<p><b>DINNER CRUISE</b></p>	

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## DAY 2, THURSDAY 13 JUNE 2019

TIME TITLE, SPEAKER

### DAY 2 FOCUS AREA – EXPANDING THE REGULATOR’S TOOLBOX

09:00-10:15

#### PANEL 3:

##### EFFECTIVE OVERSIGHT OF SMS

Effective oversight of entities that have implemented an SMS requires a different oversight philosophy. Authority inspectors need to work in closer collaboration with the organisations they oversee, engaging in a dialogue on safety assurance and safety objectives besides looking for compliance.

The focus should be on how risks are mitigated, and on assessing the effectiveness of such mitigations. This requires new skills and competences, and a fundamental change of inspectors’ mind-set.

SMS provides new capabilities for service providers in terms of risk management and safety assurance and, therefore, avenues for effective interactions with authorities. However, Authorities must be mindful to validate the safety performance of both technical and managerial aspects of service providers’ systems. They must also be able to assess the relative cultural maturity and safety management capabilities of service providers and tailor oversight activities accordingly. Stakeholders expect tangible benefits from SMS, and the first industry standard on implementing an SMS in design, manufacturing and maintenance organisations is now available.

Are Authorities ready to cope with this challenge? What does the industry expect from them?

**Moderator:** Vincent De Vroey, Civil Aviation Director, ASD Europe

**EASA:** Luc Tytgat, Strategy & Safety Management Director

**FAA:** Rick Domingo, Executive Director, Flight Standards Service

**CAAC:** Lyu Xinming, Deputy Director General, East Regional Administration

**Dassault:** Pierre Georges, Safety System Manager

**HEICO Aerospace:** John Hunter, VP-Regulatory and Operations Support

#### PANEL 4:

##### SAFETY INTELLIGENCE: GOING GLOBAL

The Safety Intelligence activity takes a direct and significant benefit of the Digital Transformation: more data and advanced analytics are available. The FAA has the ASIAS (Aviation Safety Information Analysis and Sharing) programme and EASA has launched the Data4Safety initiative.

Similar initiatives aiming at significantly improving the safety intelligence are mushrooming at the international level. How can they be synergised? Is that an opportunity to build a more global safety picture? How far can we go in sharing safety intelligence? What are the opportunities but also the preventers?

The panel will explore how the Safety Intelligence initiatives from the authorities, done in the U.S. and in Europe in a collaborative partnership with the industry, can be developed in a harmonised manner and if and how a global safety intelligence could be built.

**Moderator:** John Monks, Director of Safety and Security, British Airways

**EASA:** Erick Ferrandez, Head of Safety Intelligence and Performance Department

**FAA:** Steve Gottlieb, Executive Director, Accident Investigation and Prevention

**Airbus:** Yannick Malinge, Senior VP and Chief Product Safety Officer

**GAMA:** Jens Hennig, VP Operations

**European Cockpit Association:** Jon Horne, President

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10:15-11:00 **NETWORKING COFFEE BREAK**

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11:00-12:15 **PANEL 5:  
CHALLENGES AND OPPORTUNITIES WITH E-VTOL**

The domain of E-VTOL (Vertical Take-Off and Landing) aircraft is quickly evolving. Several substantial designs have already emerged from the initial proof of concept phase.

Newcomers as well as established manufacturers are now looking for an entry into the General Aviation market, as well as looking into new business models with flexible commercial air taxi services in urban environments.

This brings new players and concepts to the market at an exciting pace. While we see refreshing views on the different aviation aspects, it makes us question our approach. We are challenged by the strong demand to respond with more flexibility. How can we maintain an adequate safety level while facilitating new opportunities? Do we need system changes? How should regulators evolve? What is the challenge for the “traditional” market players?

**Moderator:** David Solar, Head of Department – VTOL, EASA

**EASA:** Jesper Rasmussen, Flight Standards Director

**FAA:** Jay Merkle, Director, Unmanned Aircraft Systems Integration Office

**Boeing Next:** Peter Kunz, VP, Senior Chief Engineer for Unpiloted Systems

**Volocopter:** Jan-Hendrik Boelens, CTO

**PANEL 6:  
AIRCRAFT MAINTENANCE – EVOLUTION OF THE  
MAINTENANCE REVIEW BOARD (MRB) PROCESS**

It is necessary to explore new ways of working to meet industry expectations in terms of efficiency, while maintaining the robustness and reliability that the MRB process has acquired over decades of utilization. The panel aims at sharing experiences between Authorities (also in light of the implementation of reciprocal acceptance principles as per the EU-US and EU-Canada Bilateral Agreements) and industry, with the goal to collect inputs for continuous optimization of the process.

**Moderator:** Tony Harbottle, Expert - Maintenance Programs, Airbus

**EASA:** Ralf Erckmann, Head of Maintenance & Production Department / Deputy Director Flight Standards

**FAA:** Tim Shaver, Director, Office of Safety Standards, Flight Standards Service

**TCCA:** Jeffrey Phipps, Chief, Operational Airworthiness, Standards Branch

**Boeing:** Kay Ariwodola, Manager, Maintenance Programs Engineering - Customer Support Engineering

**Lufthansa Technik:** Christina Ruckhaber, Project Manager Maintenance Programs

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12:15-13:45 **LUNCH BREAK**

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13:45-15:00 **PANEL 7:  
INTEROPERABILITY OF AIRCRAFT BETWEEN  
DIFFERENT OVERSIGHT SYSTEMS**

The interchange of aircraft between operators from different regulatory systems is an increasing practice. Meeting the State of Registry requirements for the shared aircraft represents a particular challenge. This panel identifies those challenges and discusses how

**PANEL 8:  
LEVERAGING SYNERGIES TO REDUCE DUPLICATIVE  
CERTIFICATION ACTIVITIES**

The bilateral aviation safety agreement (BASA) provides a legal framework for FAA and EASA to reduce duplicative certification efforts through various means, including minimizing duplicative effort on certification, use of commonly agreed industry standards (such as

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safety oversight responsibilities can be ensured while facilitating such practices. From the Authority and industry perspectives, what are the benefits of this possible flexibility compared to more conventional approaches? What are the main showstoppers? How does the information flow from competent Authorities to industry work? How can the Authorities be satisfied to fulfil their oversight obligations?

those agreed as A(M)C to Part/CS 23), harmonisation of rules/Certification Specifications (CS), reciprocal acceptance of certification processes, streamlined validation and validation work plans, thus enabling an increased focus on continued operational safety.

From the industry and Authority perspective how successful are these efforts thus far? Has the harmonization of Part/CS 23 been successful to date? How should we work together in the future on other Part/CSs, and how do we further simplify the seamless transfer of products to focus on the areas of greatest safety risk?

**Moderator:** Christian Schleifer, Secretary General, EUROCAE

**EASA:** Eugenia Diaz Alcazar, Airworthiness Standards & Implementation Section Manager

**FAA:** Rick Domingo, Executive Director, Flight Standards Service

**ANAC:** Roberto Honorato, Airworthiness Superintendent

**Ryanair:** John Clear, Director of Technical Services

**Moderator:** Dave Turnbull, Director, National Aircraft Certification, TCCA

**EASA:** Julian Hall, Head of Certification Strategy and Programming Department / Deputy Certification Director

**FAA:** Earl Lawrence, Executive Director, Aircraft Certification Service

**Lufthansa Technik:** Andreas Gherman, VP, Head of Design Organisation and Office of Airworthiness

**Textron Aviation:** Stephen Gielisch, Director, Civil Certification & ODA

15:00-15:45 **NETWORKING COFFEE BREAK**

15:45-16:00 **FLASH TALK - RUNWAY SAFETY, MAIN KILLER IN AVIATION**

*Christian Schleifer, Secretary General, EUROCAE*

**FLASH TALK – FAA’S UAS INTEGRATION PILOT PROGRAM**

*Jay Merkle, Director, Unmanned Aerospace Systems Integration Office, FAA*

*Rick Domingo, Executive Director, Flight Standards Service, FAA*

*Margaret Nagle, Head of Policy and Government, Wing*

16:00-16:10 **WRAP-UP OF DAY 2/INTRODUCTION TO DAY 3**

*Jesper Rasmussen, Flight Standards Director, EASA*

**WRAP-UP OF DAY 2/INTRODUCTION TO DAY 3**

*Rachel Daeschler, Acting Certification Director, EASA*

18:00 **RECEPTION BY THE CITY OF COLOGNE**

Rathaus – Spanischer Bau



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## DAY 3, FRIDAY 14 JUNE 2019

TIME	TITLE, SPEAKER
<b>DAY 3 FOCUS AREA – PARTNERSHIPS FOR THE FUTURE</b>	
09:00-10:15	<p><b>TECHNICAL SESSION:</b>  <b>INTERNATIONAL COLLABORATION ON SMS AND SSP IMPLEMENTATION: THE SM-ICG EXPERIENCE</b></p> <p>The Safety Management International Collaboration Group (SM-ICG) is a joint cooperation between leading Authorities to promote a common understanding of SMS and SSP (State Safety Programme) and to facilitate their implementation by means of guidance and practical tools.</p> <p>In order to maximise the benefits of such collaboration to the international aviation community, how should the SM-ICG further develop?</p> <p><i>EASA: Claudio Trevisan, Head of Air Operations Department</i>  <i>FAA: Amer Younossi, Manager, International Division, Aircraft Certification Service</i>  <i>TCCA: Andrew Larsen, Acting Chief, Technical Programs, Evaluation and Coordination</i>  <i>IATA: Catalin Cotrut, Director Audit programmes</i></p>
10:15-11:00	<b>NETWORKING COFFEE BREAK</b>
11:00-11:15	<p><b>FLASH TALK – VISION 2050</b>  <i>David Silver, Vice President Civil Aviation, Aerospace Industries Association</i></p>
11:15-12:30	<p><b>PLENARY C: LOOKING FORWARD – ENSURING THE CONTINUED EVOLUTION OF GLOBAL AVIATION SAFETY</b></p> <p>As the EASA-FAA International Aviation Safety Conference enters its 18th year, both Authorities want to ensure consistency, building on the successes and best practices from previous years.</p> <p>This final session will be a dynamic discussion with the audience that identifies key themes and outcomes that developed from the Conference's activities. It will also identify action items for future Authority-to-Authority and Authority-to-Industry collaboration opportunities.</p> <p>The plenary will close with EASA, FAA, and industry sharing perspectives on how safety improvements can be shared on a global level and provide an opportunity to discuss the future and evolution of the Safety Conference.</p> <p><i>Moderator: Joachim Luecking, Head Of Unit Aviation Safety, DG MOVE, European Commission</i>  <i>EASA: Patrick Ky, Executive Director</i>  <i>FAA: Ali Bahrami, Associate Administrator for Aviation Safety</i>  <i>Gulfstream: Robert Glasscock, VP, ODA Lead Administrator</i>  <i>IATA: Giancarlo Buono, European Regional Director Safety and Flight Operation</i></p>
12:30-12:45	<p><b>TAKE AWAY AND CLOSING REMARKS</b>  <i>Patrick Ky, Executive Director, EASA</i></p>
12:45-12:55	<p><b>NEXT CONFERENCE</b>  <i>Ali Bahrami, Associate Administrator for Aviation Safety, FAA</i></p>
12:55-14:30	<b>CLOSING NETWORKING LUNCH</b>