Standardisation in the EU

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The European regulatory system

Legislative Role ⇨ **Commission, assisted by EASA**

Executive Role ⇨ **NAA** ☆

Monitoring Role ⇨ **Commission, assisted by EASA**

☆ **or directly EASA,** *when the legislator decides this is more convenient (principle of subsidiarity)*

Monitoring role:

- EASA assists the Commission through **standardisation inspections**. This provides for the opportunity to assist National Aviation Authorities in identifying their weaknesses and in rectifying them before an infringement procedure (etc) is initiated.
- This is achieved by raising findings against a state, agreeing an action plan to correct such findings, and ensuring the action plan is implemented.

EASA Standardisation

- **Binding by law**
  - **Art. Art. 24 and 54 of Reg. (EC) No. 216/2008**

- **Working methods regulated by:**
  - **Commission Regulation (EC) No 628/2013**

EASA Standardisation

✈ Mission:

Monitoring, on behalf of the EU Commission, how the National Aviation Authorities apply the EU aviation safety regulations in the fields under their competence

Not less than required ⇨ to protect the citizens' safety

Not more than required ⇨ to ensure a level playing field

EASA Standardisation

✈ Methodology:

Traditional “system and process” audits, integrated by visits to undertakings under the NAA’s oversight as “product” samples

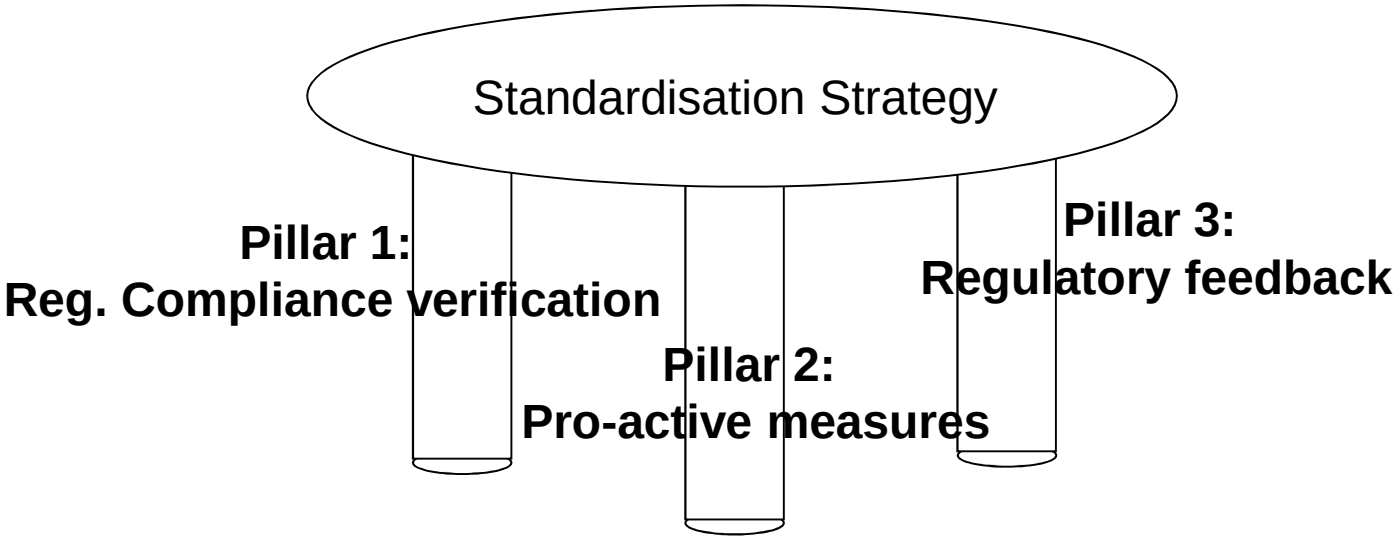
Totals of Findings

- A total of **835** findings were raised in 2012, which were then reviewed and classified;
- **802** findings were classified as non-compliant (i.e. class (C) and (D) findings), thus requiring a corrective action plan to be proposed and implemented by the affected NAAs.

	Class A	Class B	Class C	Class D	Class E	Class F	Total
AIR	7	14	207	37	0	0	265
OPS			22	44			66
FCL	0	3	41	7	0	0	51
MED	0	1	39	9	0	0	49
FSTD	0	4	35	6	0	0	45
ATM/ANS	1	1	128	173	2	0	305
SAFA			45	9			54
Total	8	23	517	285	2	0	835
2013	0.96%	2.75%	61.92%	34.13%	0.24%	0.00%	

EASA's Standardisation Strategy

- **Successful standardisation can not depend on regulatory compliance verification alone; there is more…..**
- **EASA's strategy is based on three pillars:**



Standardisation = now

- We measure a State's compliance against the current interpretation of the current rules
- If the rules in place allow some decision making power with the NAA or CAMO, such as the need to be satisfied with the content of an AMP, then this is not a concern.
- However, an NAA should not apply additional requirements which can distort the open market

Summary

- No more and no less principle
- But the rule allows some discretion
- Within the bounds of this discretion, the rules are being correctly applied
- EASA continues to provide guidance on what is normal
- Standardisation cannot be a panacea

Thank you !

Do you have questions ?