



EASA

European Aviation Safety Agency

Requirements for and standardisation of competent authorities

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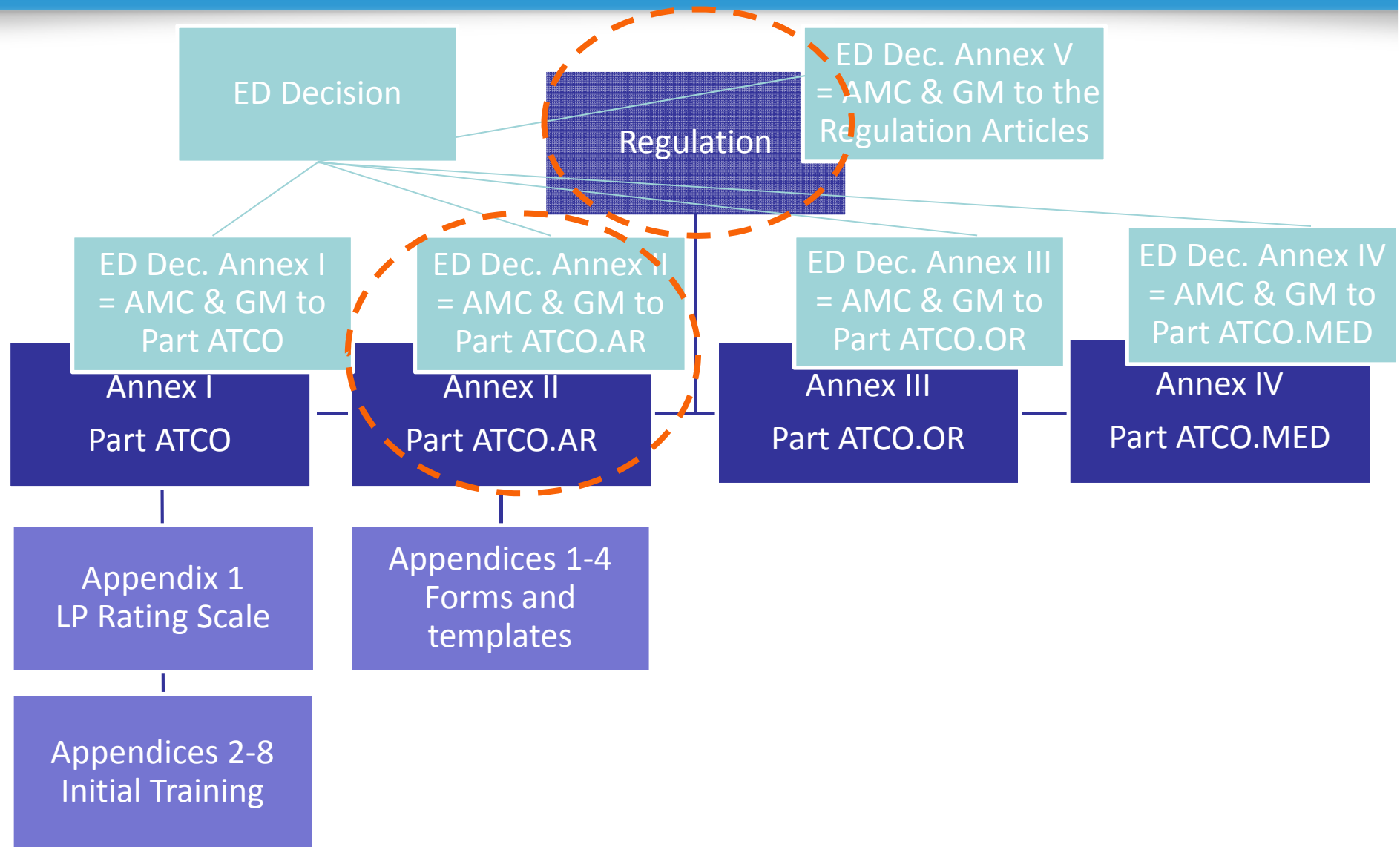
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New rule structure





Cover Regulation

Recitals + 11 Articles

1. Subject matter and scope

2. Compliance with requirements and procedures

3. Provision of air traffic control services

4. Definitions

5-6. Competent authority

7. Transitional arrangements

8. Replacement of licences and certificates

9-10. Amendment and repeal

11. Entry into force and application



Competent authority

Articles 5-6

- more precisely defines **who the competent authority is**:
 - within a FAB or in the case of cross-border service provision;
 - for ATCO licencing;
 - for the certification and oversight of ATCO TO;
 - for the oversight of the requirements laid down in Part ATCO relevant to ANSP; and
 - for aero-medical centres (AeMCs) and for aero-medical examiners (AMEs).
- **clear allocation of the responsibilities** for the execution of the tasks, of the geographical scope and the necessary coordination in cases **where more than one competent** authority established or nominated by MS
- the **independence** from the ANSP and TO



Requirements for competent authorities

Why do we need authority requirements?

- ❑ ICAO requires its Member States to establish and implement an effective safety oversight system
- ❑ an effective safety oversight system needs to consider the relevant critical elements
- ❑ critical elements are safety defence tools, covering all types of aviation activities





Requirements for competent authorities

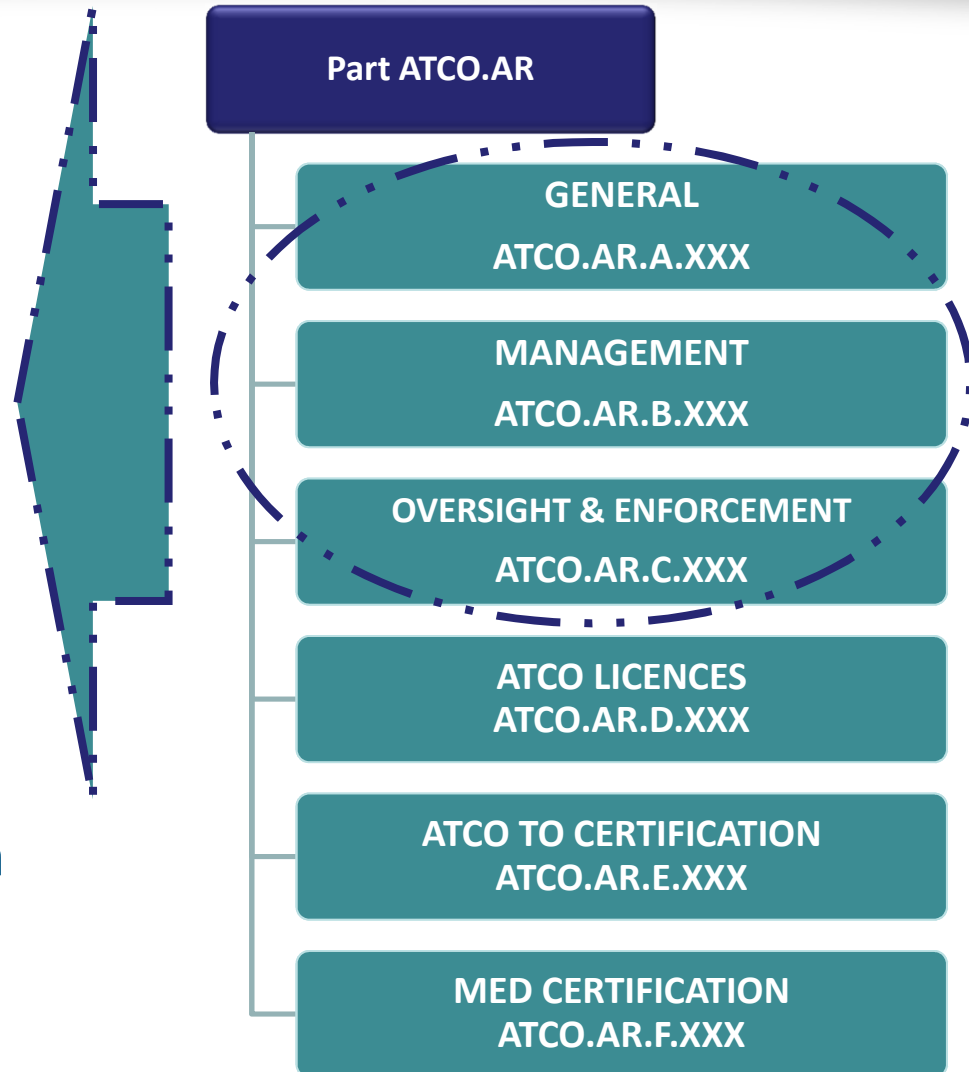
EASA's objective → to assist MS in fulfilling their obligation under Chicago Convention

- ❑ essential to ensure uniform application of rules;
- ❑ mirror relevant organisation requirements (in particular on the management system)
- ❑ support the implementation of EASP without explicitly regulating SSP
- ❑ aim towards enhanced efficiency:
 - optimal use of authority resources
 - cooperation / exchange of information between authorities & with the Agency
 - risk based oversight



Annex II – Part ATCO.AR

- Alignment as much as possible with the provisions related to competent authorities with existing ones relevant to other aviation domains, unless there is a sector-specific reason for them to be different
- Common ATCO licence & certificates templates with unlimited validity whilst ATCO TO remains in compliance with rules





Tasks of the CA (ATCO.AR.A.010) (1)

- the issue, suspension and revocation of licences, ratings, endorsements and of medical certificates;
- the issue of temporary OJTI authorisations;
- the issue of temporary assessor authorisations;
- the revalidation and renewal of endorsements;
- the revalidation, renewal and limitation of medical certificates following referral by the AME or AeMC;
- the issue, revalidation, renewal, suspension, revocation, limitation and change of aero-medical examiner certificates;
- the issue, suspension, revocation and limitation of training organisation certificates and of the certificates of aero-medical centres;
- the approval of training courses, plans and unit competence schemes, as well as assessment methods;



Tasks of the CA (ATCO.AR.A.010) (2)

- approval of assessment method for demonstration of language proficiency & establishment of requirements applicable to language assessment bodies;
- approval of the need for the extended level (level five) language proficiency;
- monitoring of training organisations, including training courses and plans;
- approval and monitoring of UCS;
- establishment of appropriate appeal procedures and notification mechanisms;
- facilitating the recognition and exchange of licences (incl. transfer of ATCO records & old licence return to issuing CA;
- facilitating the recognition of training organisation certificates and course approvals.



Annex II (Part-ATCO.AR.A)



SUBPART A GENERAL REQUIREMENTS

Scope (ATCO.AR.A.001)

Personnel (ATCO.AR.A.005)

GM1 ATCO.AR.A.005 (c)
Personnel authorised to conduct assessment

**Tasks of the comp. authorities
(ATCO.AR.A.010)**

Means of compliance (ATCO.AR.A.015)

AMC1 ATCO.AR.A.015(d)(3)
Information re. AltMOC

GM1 ATCO.AR.A.015
AltMOC used by others

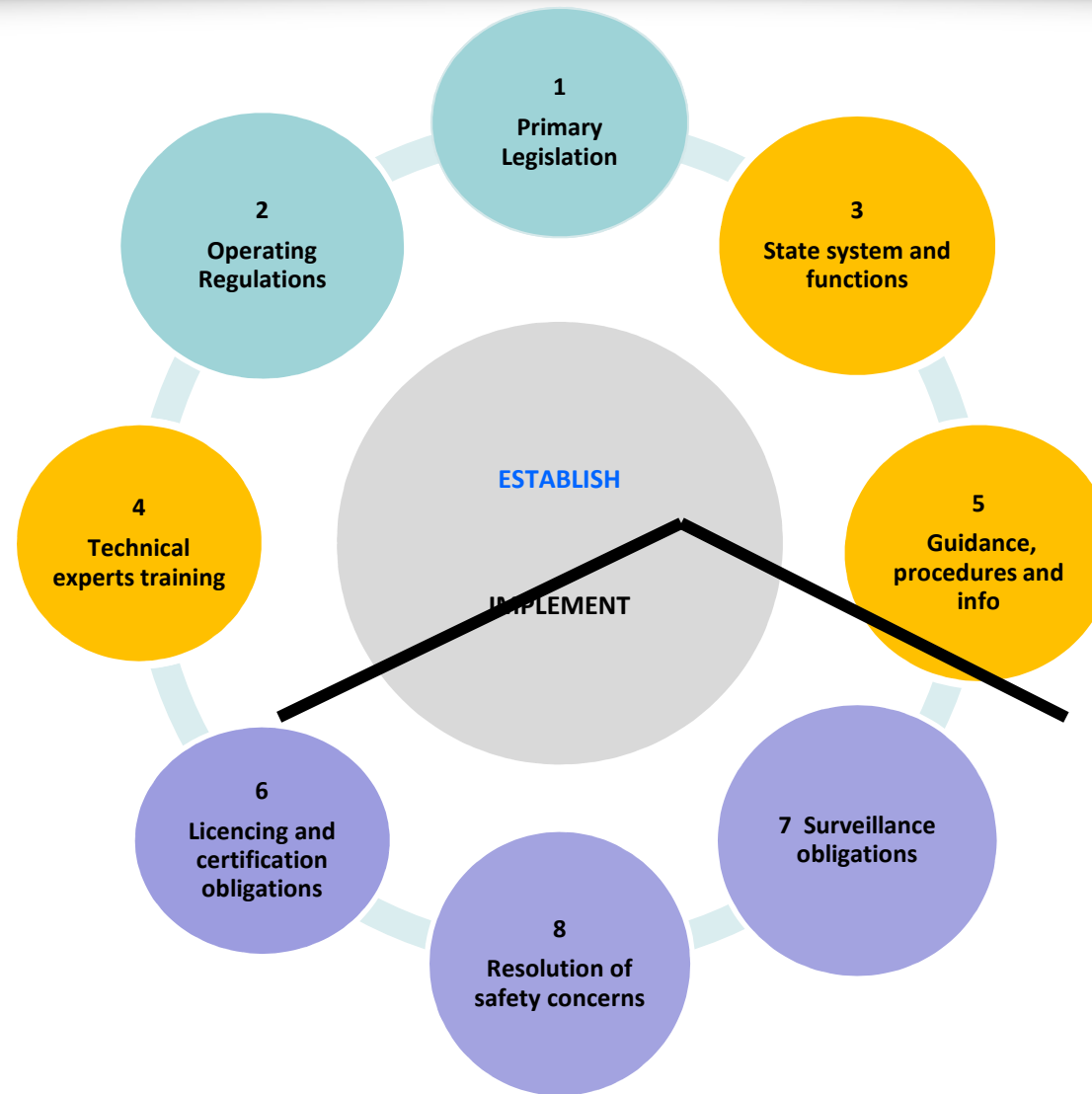
**Information to be provided
(ATCO.AR.A.020)**

GM1 ATCO.AR.A.020 (b)
Safety significant information

**Immediate action to safety problem
(ATCO.AR.A.025)**



Annex II (Subpart-ATCO.AR.B)





Annex II (Subpart-ATCO.AR.B)

SUBPART B MANAGEMENT

Man

AMC1 ATCO.AR.B.001(a)(2)
Training programme and recurrent training

AMC1 ATCO.AR.B.001(d)
Procedures to the Agency

Allocation of +
(ATCO.A

GM1 ATCO.AR.B.005(c)
Certification tasks

ed entities

Changes in the management system
(ATCO.AR.B.010)

Record

GM1 ATCO.AR.B.015
Electronically storage

GM1 ATCO.AR.B.015(b)(2)
Details of courses



Annex II (Subpart-ATCO.AR.C)

SUBPART C OVERSIGHT & ENFORCEMENT

Oversight (ATCO.AR.C.001)

Oversight

AMC1 ATCO.AR.C.005
Audit and inspection

(ATCO.AR.C.005)

**Findings and enforcement measures for
personnel (ATCO.AR.C.010)**



EASA standardisation





Regulation 216/2008

- EASA to assist the Commission in monitoring the application by national competent authorities of the BR and its implementing rules



Regulation 628/2013

monitoring the application by
competent authorities of the Member
States of the BR and its IRs

conducting standardisation inspections
of the competent authorities of the
Member States

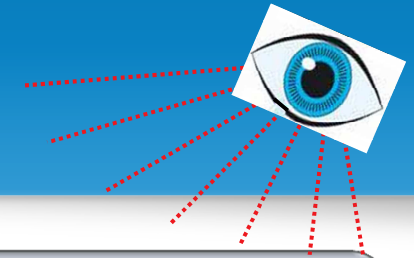
**Working Methods of
EASA for:**

verifying that the competent authorities
are **issuing and overseeing certificates** in
accordance with the BR and its IRs

contributing to the **assessment of the
impact of the implementation** by the
competent authorities of the BR and IRs



Types of inspections



Comprehensive Inspection

- To inspect one or more domains at intervals determined by the outcome of continuous monitoring

Focused Inspection

- To inspect specific areas within one or more domains and/or to assess the implementation of corrections and corrective actions

Ad Hoc Inspection

- To investigate specific concerns arising from continuous monitoring or upon request from the Commission

Off-site Finding

- When the Agency has sufficient evidence to substantiate a finding without performing an inspection



Typical findings

F #	Reference	Finding	UNC #
1	Reg. (EU) 805/2011, Art.xx	<ul style="list-style-type: none">• Verification of issue/revalidation criteria<ul style="list-style-type: none">◦ certification of the TO and approval of training courses◦ minimum number of hours, competence assessments• Licence<ul style="list-style-type: none">◦ not issued in accordance with Reg. 805/2011◦ contains incorrect/additional annotations◦ validity periods• Procedures for language proficiency assessment• Instructor and assessor refresher training• Approval of ANSP procedures for reduced medical fitness	



Typical findings

F #	Reference	Finding	UNC #
1	Reg. (EU) 805/2011, Art.xx	<ul style="list-style-type: none">• TOs not certified for all types of training• TO management system, definition of responsibilities, scope of QMS• Insurance cover not verified• Qualifications of instructors and assessors• Deficiencies in approval of training plans, UTPs & UCSs• Content of training plans, UTPs & UCSs<ul style="list-style-type: none">◦ Compliance with CCC◦ Consideration of local aspects	



Future inspections

- Inspections will be based on Reg. 805 until the applicability of Reg. 340
- Inspections based on Reg. 340 to start 2016 (– 2017) depending on the opt-outs



Corrective action plans

A corrective action for a finding raised under the current ATCO regulation

- Has to be in line with the new regulation if the proposed implementation date is after the applicability date of the new regulation
- A proposed implementation date for the CAP beyond the end of 2015 is only acceptable if the CAP is accompanied with a clear documented decision (or notification after 1st July) from the Member State on using the opt out.
- A proposed implementation date for the CAP beyond the end of 2016 is not acceptable



EASA

European Aviation Safety Agency

Thank you for your attention!

Questions?

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