



EASA
European Aviation Safety Agency

EASA- FAA Conference... in short notes

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Panel 1: Mutual recognition AMO

The activities performed at **ICAO level in the Airworthiness Panel** is a good way forward in promoting the mutual recognition of maintenance organisations. It was generally agreed that the objective is not just to reduce the number of audits but to better focus the efforts.



Panel 2: RPAS - Drones

There is a need for international **harmonized and performance-based regulations** according to risk categories balancing the need for Safety and Flexibility. For the users of very small drones and consumer products that could create risks for traditional aviation, **education is identified as essential element** to raise awareness supported by **technical features like geo-Fencing**.



Panel 3: Global Manufacturing

Multinational industry in aircraft design and manufacturing is placing challenges on the regulatory system to **form partnerships between authorities**. There was general consensus on needing to continue to build on the BASAs and increasing the trust and acceptance of the Certifying Authorities work.



Panel 4: Airline Operations

The focus shall move from checking compliance to assessing the effectiveness of the operator's management system. This requires Authorities to implement a **fundamental change in mind-sets and a new set of skill-sets for their inspectors.**



Panel 5: Level of Involvement

Although the systems are different, FAA, TCCA and EASA are gradually implementing **a risk based approach to determining their level of involvement in product certification**, both domestically and in validation projects. The industry is supportive and looks forward to the development of this approach, giving advice on the best practices.



Panel 6: ATM

All panellists agreed to consider an **early engagement of the regulator in the deployment activities** of new technologies as a pre requisite. This engagement shall require to be based on a partnership approach between on one side regulators and on the other side operators and suppliers.



Panel 7: Supply Chain

Building upon the success of the use of 3rd party surveillance, the European industry considers developing a similar system to mutualise the surveillance of the system aspects of their subcontractors in the design domain. **The industry has run a “DOA think tank” which is about to publish a first draft of an EN standard, which could be used as a basis for the mutualisation of design subcontractor surveillance.**



Panel 8: Training & Competency

Flight operations **inspectors will need different skills compared to the competences defined by ICAO**: “Qualified on the type of aircraft concerned or on a type of aircraft with similar operational characteristics”. Pooling of flight operations inspectors on an international level or contracts with AOC holders and NAAs ensuring availability of qualified staff.



End

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