



**EASA**  
European Aviation Safety Agency

# EASA HIGHLIGHTS

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Conference**  
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**Your safety is our mission.**

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# New organisational structure

- EASA reviewed its organisational structure in 2014 to prepare itself for the many challenges it will face in the next 10 years, including new opportunities to enhance its role.
- A new Strategy and Safety Management Directorate was created to develop a single more transparent, evidence-based and data-driven strategy, which will drive the EASA work-programme.
- The rule-making activities were incorporated into 'operational' directorates, in order to increase synergies and benefit from a better and direct operational feedback.



# EASA Vision 2020

- Holistic EU-EASA system covering safety, security, environment, performance, research.
- An efficient, effective, proportionate, flexible and performance orientated system.
- Non-fragmented system: Full integration of CAAs.
- To reinforce EASA role in facilitating and coordinating efficient cooperation among CAAs and the sharing resources + specific tasks in a cost-effective way.
- Stable and harmonised funding covering the entire system.



# Major Certification Projects

- Completed TC:
  - Airbus 350-941
  - Embraer 550 and 545
  - Sikorsky S-76D
  - Airbus Helicopters EC135 P3/EC635 and EC145
  
- Ongoing TC:
  - Airbus Single Aisle Neo projects (total of 6)
  - Boeing B777 and B737 derivatives
  - Agusta Westland AW169
  - Airbus Helicopter H160



# Rulemaking highlights

- Risk based and integrated Rulemaking programme
  - for Less, Better and Timely regulations, and
  - improving transparency and efficiency.
- EU-wide further harmonisation of aviation safety regulations (Air Operations, Air Crew, Aerodromes & ATM/ANS)
- Reorganisation of CS-23
  - CS with safety objectives enhancing safety of GA while reducing costs
  - Fully harmonised with FAR-23
  - Advance-NPA issued 27 March 2015
- Level of Involvement (LOI) of the Agency in product certification:
  - Risk based approach in product certification
  - Further integration of product certification and DOA oversight
  - NPA for LOI issued 2 March 2015



# GA road-map key accomplishments

- Delivering in 2015:
  - New concept for approval of standard changes and repairs
  - New mechanic licenses (B2L/L) for general aviation aircraft
  - Lighter maintenance rules (Part M phase I)
  - Strengthen risk based approach in EASA policies (balanced approach)
  - Modifications of aircrew and air ops rules
  
- Coming up:
  - Launch activity to review air operations rules applicable to sailplanes, based on 'Air OPS balloon annex' if positive
  - Introduction of simpler certification approach for small GA aircraft (pilot case on LSA aircraft)
  - Support safety promotion campaigns to GA community, run by NAAs and/or associations



# RPAS - Concept of Operations



## OPEN

Low risk  
Without involvement of Aviation Authority  
Limitations ( Visual line of sight, Maximum Altitude, distance from airport and sensitive zones)  
Flight over Populated area is possible if:  
No overflying of crowds  
Industry standards (Case of toy of less than 500g)

## SPECIFIC

Increased risk  
Safety risk assessment  
Approved by NAA possibly supported by Qualified Entities unless approved operator with privilege  
Operation Authorisation with operations manual  
Concept of accredited body  
Airworthiness of drone and competence of staff based on risk assessment

## CERTIFIED

Comparable to manned aviation  
Limit between specific and certified is not yet defined  
Pending criteria is defined, EASA accept application in its present remit  
TC, C of A, Noise certificate, Approved Organisations, licences (Case of small drones)  
Command and Control and Detect & Avoid can receive an independent approval



# Big Data Project

- European Data Exchange Programme for Aviation Safety (Big Data).
- Objective: To enable a step change in the safety analysis capabilities available at European level and to achieve the transition from a reactive to a proactive safety system, the Agency launched a feasibility study for a safety data exchange programme that would involve a large number of European stakeholders.





# Conference on Cyber Security in Aviation

- Conference held in Brussels on 22 May: participants included key EU policy makers and representatives from Member States and the industry.
- Cyber threats to the public air transport system should not be underestimated.
- Appropriate measures and management strategies need to be developed for the aviation system as a whole, particularly for the new 'e-enabled' aircraft and for SESAR.
- We should take benefit of the strategic decisions being taken at EU level that encompass aviation.



# Germanwings accident: Task Force

- Transport Commissioner, Ms Violeta Bulc tasked EASA to create a task force following the accident of Germanwings Flight 4U9525 on 24 March 2015.
- Objective: prepare high-level recommendations in the fields of pilot medical monitoring, operational mitigation measures and other related subjects considered relevant by the task force, aiming at the prevention of accidents and incidents.
- 12 members: NAAs, EC, airlines, medical doctors, pilot association.
- Timeframe: May-July 2015.



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**Thank you for your attention**

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