



EUROPEAN AVIATION SAFETY AGENCY  
AGENCE EUROPÉENNE DE LA SÉCURITÉ AÉRIENNE  
EUROPÄISCHE AGENTUR FÜR FLUGSICHERHEIT

# Certification Update

30 January 2014

Dr. Norbert Lohl  
Certification Director

Your safety is our mission.

- 10th Anniversary Celebrations
  - Time to look back
  - Time to prepare the future
- New Executive Director
  - Small organisational adjustments
  - Launch of “convergence” project (wider review of current organisation)
- Different activities aiming at optimisation of the EASA system
  - Article 62 review
  - MB subgroup
  - CSIE Working Group
    - Implementation of recommendations



# Main Developments 2013

- Preparation for OSD approval as part of the TC process
- General Aviation roadmap
  - Alleviations less complex GA products
- Refinement of Working methods
  - Development of criteria for the adequate Level of Involvement (LoI) in certification projects
  - Handling of occurrences using an internal system for collection and analysis of reports (IORS)
- Further optimisation of internal procedures
- Fostering International Co-operation



# Operational Suitability Data (OSD)

- Set of rule changes published this week
  - Entry into force mid February
- OSD Workshop last week
- Preparation of implementation on-going
- Sufficient time for transition from existing voluntary OEB to mandatory OSD
- Discussion with international partners



# Level of Involvement (LoI)

- Aim is **not** to reduce the overall oversight level, but to use available workforce more effectively (risk-based approach)
- Pilot projects on-going
- Internal discussion and refinement of concept
- For more information see presentation by Frédéric Copigneaux



# Occurrence Reporting

- Amount of received data is increasing
  - Mandatory reporting by TC/STC holder
  - More and more voluntary reporting
- IORS is the right tool to follow up occurrences
- The system is working smoothly and has been widely accepted by stakeholders



# New Challenges

- New Occurrence Reporting Regulation under preparation
  - Potential impact on existing reporting obligations
  - Need for „total system“ approach
- Increasing level of scrutiny of EASA certificates by third countries
- Applications from countries with no Bilateral Agreement



# Conclusion

- Building upon achievements of the first 10 years, several new initiatives are under way
- Objective is always to improve efficiency & effectiveness . . .





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# Thank you

Your safety is our mission.