



**Aerospace and Defence**  
Industries Association of Europe

A collage of four images representing different aspects of aerospace and defence. The top-left image shows a commercial airplane flying over a city. The top-right image shows a rocket launching with a large plume of smoke. The bottom-left image shows a naval ship at sea. The bottom-right image shows a military tank on a road.

## **Industry expectations about European Aviation Safety plan (EASp) and Certification activities**

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# Industry expectations about EASp and Certification activities

## ❑ Industry views on the European Aviation Safety plan

- In the three broad areas: systemic, operational and emerging issues, the plan identifies risks that should be mitigated by safety actions that Member States, Eurocontrol, the European Commission, the industry and the Agency take on board. All the partners **work together**, **streamline their activities** and **add their efforts** to drive our accident rate even further down.
- The aviation occurrence data collection and analysis, together with the EASp reporting mechanism and the introduction of Safety Management Principles in organizations, ensures that the process to manage risks continuously improves.
- Only **prioritized and coordinated actions** will **make a difference** in avoiding accidents and serious incidents, which is the ultimate goal that links all the activities together.

## Industry expectations about EASp and Certification activities

### ☐ Article 62 Evaluation Panel views on the EASp

**The European Aviation Safety Plan should be embedded in the Basic Regulation (legally binding the Agency and Member States) and, as a rule, Agency proposals should emanate from this Plan.**

# Industry expectations about EASp and Certification activities

## ❑ Industry views on the current situation

- Regarding rulemaking activities laid down in the Rulemaking Plan, there is no formal link with the expectations laid down in the EASp.
- Regarding certification activities: regulatory texts like Certification Memo, CRI, CAI, etc are developed or revised without a formal link with the EASp.
- As a consequence, the coordination and prioritization of improvements as laid down in the EASp do not take place.

**Therefore the additional efforts the industry is prepared to achieve might not been focused on the safety improvements which are expected first.**

# Industry expectations about EASp and Certification activities

## As a conclusion

- Development and enforcement of more stringent regulatory texts (requirements, acceptable means of compliance, guidance materials) should be assessed against actual safety evidence and with due consideration to the prioritization of safety improvement measures as laid down in the European Aviation Safety Plan.
- In the sake of focusing additional efforts from the industry on the relevant topics in a prioritized manner, the Agency should establish internal processes for ensuring those checks and balance are completed.