



STAPES: Europe working together on aircraft noise modelling

Over 3.5 million European citizens are considered to be exposed to significantly high levels of aircraft noise* today, and noise has become a major constraining factor to airport expansion in Europe.

This sensitive issue can be tackled in several ways, some of which are summarised in the ICAO Balanced Approach: reduction of noise at source, land-

use planning, noise abatement operational procedures and, as a last resort, operating restrictions. Market-based measures such as noise charges are also increasingly applied.

Identifying the most cost-effective mitigation measures requires complex ex-ante comparative assess-

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EDITORIAL

Challenging times



A key risk I see for the future of the aviation system is the conjunction of a difficult economic situation in the aviation industry with the reduction of staff in oversight organisations – both a consequence of the global financial crisis. The good safety records we enjoy cannot result in decreased vigilance or in questioning the resources needed by regulators and oversight authorities to fulfil their mission.

Of course, these challenging times are triggering new reflections on our part. We are looking at how we can simplify and better harmonise our regulations, avoid duplication by improving our structures, swiftly implement Bilateral Aviation Safety Agreements - which lead to significant savings, and implement risk-based safety management.

The implementation of safety management is an effective tool for all involved parties. It enables organisations to better understand the potential risks they face and be better informed about the implications of those risks in their daily business. Similarly, authorities benefit of more effective targeting of their oversight, as well as improved efficiency and productivity.

EASA's Annual Safety Conference on 10-11 October this year will focus on this very topic. Your input is invaluable and I invite you to find out more about the conference at <http://easa.europa.eu/pbo>.

Patrick Goudou, EASA Executive Director

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STAPES: Europe working together on aircraft noise modelling

“Over 3.5 million European citizens are considered to be exposed to significantly high levels of aircraft noise”

ments of candidate options against baseline ‘business as usual’ scenario(s). This can only be achieved through the use of computational models capable of accurately assessing the extent of the noise contours (area within which the noise level exceeds a given threshold around airports), as well as the population living within these contours.

Developing STAPES

STAPES (SysTem for AirPort noise Exposure Studies) is a multi-airport noise model, and is the result of a successful collaboration between the European Commission, EASA and Eurocontrol, providing Europe with its own noise modelling capability.

The STAPES project was initiated by EASA’s Environmental Protection Department in the Rulemaking Directorate and co-funded by the European Commission and Eurocontrol. During this initial phase between 2008 and 2010, Eurocontrol undertook the software and airport database developments with technical support from EASA and UK CAA.

The final delivery was a standalone model with a database of detailed flight movements at 28 major European airports. The required traffic and trajectory data was derived from Eurocontrol data, supplemented with key local information from national and airport authorities who actively supported the project. Since then, STAPES has been hosted on a dedicated server at the Eurocontrol Experimental Centre.

STAPES fully complies with the latest ICAO and ECAC guidance on aircraft noise modelling (ICAO Doc 9911 1st Edition and ECAC Doc 29 3rd Edition) and has successfully undergone a verification and validation process by the ICAO Committee on Aviation Environmental Protection (CAEP). It is now one of only a few noise models used within CAEP’s Modelling and Database Group (MDG) to assess global ICAO policy options. STAPES has been instrumental in assessing the noise trade-offs of the latest ICAO aircraft engine NOx Standard, and is presently being used to assess the benefits within Europe from a potential

“STAPES is the result of a successful collaboration between the European Commission, EASA and Eurocontrol”

new ICAO aircraft noise standard. In time, it will also support other Regulatory Impact Assessments (RIAs) performed by EASA.

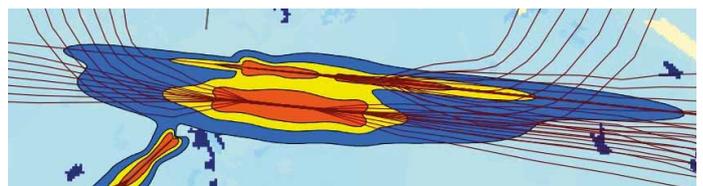
Launching a second STAPES development phase

To build on the success achieved so far, the European Commission, EASA and Eurocontrol are now working on progressively expanding the STAPES airport database to cover at least 90% of the EU population exposed to significant levels of aircraft noise. 10 additional airports from the European Neighbourhood Countries and the CIS will also be incorporated for use in European and ICAO policy assessments.

Additionally, Eurocontrol has recently initiated the development of a web portal that will enable a wider and secure access to the STAPES server. This development is being undertaken as part of the Environmental Reference Material (ERM) toolset, which the organisation will produce for use in the context of SESAR. This web portal solution matches the SESAR-specific environmental impact assessment requirements and was selected as it brings several technical advantages compared to a standard executable distribution.

Access to the model will hence be gradually granted to third party users, starting with those airports and National Aviation Authorities (NAA) covered by the current airport database. STAPES should in time become available to any airport or NAA who wishes to use it to produce noise contours and population counts in line with European legislation. Given the sensitivity of the aircraft noise issue, particular care will be taken to ensure that all data uploaded and downloaded by the users is properly secured.

A first prototype of the web portal to access to STAPES is due to be completed by the end of 2012 and will be made available to beta users from early 2013 for testing.



Noise contour

Win-win collaboration with European stakeholders

By widening the scope of STAPES users, the European Commission, EASA and Eurocontrol intend to foster win-win collaboration with European stakeholders, which will improve the coverage and harmonisation of aircraft noise maps. This will in turn lead to improved representation of the noise situation in Europe when designing new standards within the ICAO CAEP. The feedback from the national experts should also facilitate the maintenance of best practices and guidance in aircraft noise modelling, an area in which EASA and Eurocontrol are both actively involved.

The **stapes** is the last of the three tiny bones which transmit sound vibrations from the eardrum to the inner ear – it is also the smallest bone in the human body. The stapes plays a key role in the so-called ‘acoustic reflex’ mechanism which helps to protect from hearing damage caused by excessive noise.

Getting to know EASA's Accident Investigation Section



The Accident Investigation Section: Vincenzo Pennetta, Zsofia Olah, Dominique Verdoni, Bernard Bourdon, Guillaume Aigoïn, Matthew Hilscher.

Within EASA's Executive Directorate, sits the Safety Analysis and Research Department (E2) including the Accident Investigation Section (E2.2). This section is composed of a five member team, which provide a critical communication function, both internally and with a variety of external stakeholders.

EASA News had the opportunity to interview the team, and ask them a few questions related to their world-of-work. However, to set the stage, it may be helpful to first describe where the general responsibilities lay.

As the section name implies, their work principally has to do with all matters related to Accident Investigations. Whenever an investigation takes place in an EU Member State, EASA acts as advisor to the Investigator in charge. Outside an EU Member State, EASA advise the European Accredited Representative appointed by the State where the principal place of business of the manufacturer is.

To successfully discharge its responsibilities in this area, the EASA has developed an Accident Investigation Section that is responsible for the follow-up of investigations and subsequent recommendations.

Its main tasks are to:

- follow the progress of aircraft accidents and incidents investigations;
- arrange EASA representation in investigations and deliver technical expertise whenever needed;
- process Safety Recommendations addressed to the Agency and provide a response;
- monitor corrective actions related to recommendations and provide progress reports and statistics on the Safety Recommendations response;
- maintain a working coordination with European Accident Safety Investigation Authorities;
- and be aware of safety deficiencies and disseminate related information for establishing corrective actions.

By way of output, its deliverables include weekly notification reports, immediate Red book publication for top events, comments on draft Final Reports, replies to individual Safety Recommendations, an Annual Safety Recommendations Review, Internal Safety Committee (ISC) papers, and Internal Accident Investigation Committee (IAIC) papers.

Undertaking these tasks, is a team composed of a Section Manager - Bernard Bourdon, an Investigation

Officer - Vincenzo Pennetta, a Support Investigation Officer – Matthew Hilscher, two Safety Recommendations Officers - Zsofia Olah, Dominique Verdoni, and a Flight Data Monitoring Expert - Guillaume Aigoïn.

We wanted to get to know the people behind this team, and understand the issues and challenges they face.

We begin by asking Vincenzo, who came to EASA after serving as an accident investigator with the ANSV Italy for over 9 years, what aspects of his current position he finds most interesting?

"I find all the aspects interesting and sometimes the nature of the investigation is very different to what I have seen in the past. This wide-diversity of technical issues, affords me the opportunity to interface with many experts. We facilitate technical meetings, and mostly rely on the support from the EASA experts and PCMs. Having this big-picture view often helps the Investigation, and I see every part of my job having a great impact on safety".

A second member of the Investigation team is Matthew Hilscher, who came to us from Emirates Airlines as the Human Factors Manager Flight Operations.

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Getting to know EASA's Accident Investigation Section

We pose the question to Matthew how his aviation psychology background fits into Investigation activities.

"Actually, there is hardly any report I read where there is not a Human Factors component. With time, similarities and patterns begin to emerge and these trends I feel are worth highlight to on-going investigations. Another area where my background comes into play is with the European Human Factors Advisory Group. This group assembles thrice a year, where focus-groups bring expertise to HF issues that have been identified in Safety Recommendations, or the European Safety Plan."

The ultimate objective of any investigation is naturally prevention, or at least reducing the likelihood, of this happening again. After the analysis is complete and conclusions made about the cause of the accident, Safety Recommendations are typically issued to make improvements to the system. The volume and type of recommendations vary widely, and to help in the proper response to these recommendations the section has two Safety Recommendations Officers.

Zsafia Olah, who served as an Accident Investigator herself in Hungary, has been overseeing a key meeting known as the IAIC (Internal Accident Investigation Committee) which administrates the allocation and responses to EASA addressed safety recommendations.

"Zsafia, with regard to your area of work, what do you feel is the most common misunderstanding from the public's perception?"

"Because of the way the Regulation is written, the public is often expecting that EASA has all the details to the safety recommendation response worked-out within 90 days. Often the practicalities of the Rule-making program, or the Research process, do not provide the ability to make a reply within that timeframe. There is considerable coordination and agreement that needs to be reached before a reply can be issued, and this is not something the public is aware of."

"Zsafia, when the same safety recommendation is issued to more than one Authority how do you ensure a coordinated response?"

"Well, let us take for example the USA. There have been times, when both EASA and the FAA have had identical safety recommendation, and neither was fully aware of the others response. To address this, we have recently gotten together and recognized a need for an agreed upon process; we are working on an agreement that is supposed to highlight and define

how we are going to coordinate responses. This will ensure that the reply is compatible, and if not, at least provide an understanding of why differences exist."

The second Safety Recommendation Officer is Dominique Verdoni who comes to EASA serving as an SNE, with a background in Investigations at the BEA and helicopter operations and maintenance. We asked Dominique, about what he identifies as the greatest challenges to his job.

"I would say the greatest challenge is managing the increasing volume of Safety Recommendations addressed to Agency, and merging old and new databases. He have recently adopted a new SIRS system (running based on ECCAIRS 5), and understanding the new functionality has been anything but straightforward. The second challenge is to coordinate with all the units in order to provide the most complete and internally agreed response to the Safety Recommendations."

When Investigations, and their associated reports, contains matters regarding Flight Data Recorders and Flight Data Monitoring, Guillaume Aigois is able to offer his expertise. We asked him a few questions to help the reader understand his role.

"What aspects of your job do you find most interesting?"

"My position at the crossroads between investigations, Safety Recommendations, rulemaking and certification makes my job very interesting. I am interacting with many people inside and outside the Agency and chairing several working groups, which makes my day everything but boring."

"What aspect of your work has the greatest safety impact?"

"I believe that supporting Rulemaking activities in the field of flight recorders helps in speeding up related rulemaking activity, so that improvements of flight recorders design, serviceability and preservation will materialise earlier. Of course the safety benefits will take a long time to become reality, because of rule-making timeframe and because the flight recorders are a tool for the investigation, therefore their contribution to improving safety is rather indirect. It is however important for the Agency to keep the pace with the new provisions of ICAO Annex 6 and the numerous incoming Safety Recommendations."

Bringing all resources together is the Section Manager Bernard Bourdon, who has been with EASA since 2006.

"Bernard, what aspects of your role do you find most interesting?"

"Certainly, the international dimension makes my world-of-work very colourful. The job is a composition of communication, with various international stakeholders, who bring with them an assortment of technical problems often with unique circumstances. This range of issues and cultural perspectives makes for informative exchanges."

"From the public's perspective, what is the most misunderstood aspect of your job?"

"The public often believes that the Agency has a capacity to conduct Investigations, and to do some oversight of the National Investigation Authorities. This perception is false, due to our legal independence, we cannot interfere, and we have to regularly explain to different parties these limitations, and we certainly cannot solve conflicts between individuals and Accident Investigation Authorities."

Have you noticed any difference in the amount or kind of work since the Regulation 996/2010?

"Prior to the Regulation, it was not formal practice to send reports to the Agency; it was more along the lines of a courtesy. Now however, due to the change, there is a profusion of notification and reports, and with this information we have an opportunity to make changes earlier. Undoubtedly, the amount of work has increased since the Regulation is in force; we receive more notification and draft final reports, and noticed a big jump in the number of Safety Recommendations. In addition to this, 996/2010 has clarified the role of EASA in investigations, and most European investigation authorities know better how to work with the EASA Investigation section. This has translated into more in-depth technical assistance in our advisor capacity."

"Are there any other aspects of your section that you would like to highlight?"

"Yes, I think it is important to emphasise that we continue to maintain good working arrangement with Member State Safety Investigation Authorities. It is crucial to stay in contact with SIA and therefore it is essential that the relevant staffing and budget be available to support this activity and be able to meet external meeting requests when the need arises. We understand the importance of being in-the-field, and Investigation team cannot always come to EASA. Thus, were EASA remits are involved, we should prioritize the opportunity to offer on-the-ground assistance early on, and include this in dedicated budget planning."

Bilateral Aviation Safety Agreements Update

Part of the work of the International Cooperation Department is to support the European Commission in the development and conclusion of Bilateral Aviation Safety Agreements (BASA) with States with major aviation interests, and to coordinate EASA's activities during the implementation phase of these agreements.

Canada

A BASA on civil aviation safety between the EU and Canada (BASA EU-Canada) was signed on 6 May 2009 and entered into force on 26 July 2011. Representatives of the Parties met by videoconference in September 2011 in the Joint Sectorial Committee on Certification (JSCC) established under Annex A of the BASA. The JSCC adopted its Rules of Procedure, the EASA-TCCA (Transport Canada Civil Aviation) Technical Implementation Procedure (TIP) and the List of Common Canadian Technical Standard Orders (CAN-TSOs) and European Technical Standard Orders (ETSO).

Representatives of the Parties also met in February 2012 in the Joint Sectorial Committee on Maintenance (JSCM) established under Annex B of the BASA EU-Canada. The meeting approved the Maintenance Annex Guidance (MAG), developed jointly by EASA and TCCA, in conjunction with the EU National Aviation Authorities (NAAs). The documents produced by the JSCC and JSCM are published on the EASA website.

Finally, the first meeting of the Joint Committee (JC) established under Article 9 of the BASA EU-Canada, was held by videoconference in May 2012. The priority for this meeting was the formal launch of the JC itself and the adoption of its Rules of Procedure.



There was also an exchange of a number of items which pave the way for future work.

Brazil

A BASA on civil aviation safety between the EU and Brazil (BASA EU-Brazil) was signed in Brasilia on 14 July 2010. The Council of the EU finalised the EU procedures concerning its ratification on 26 September 2011. However, this is not sufficient for the entry into force of the BASA as the Brazilian parliament has yet to ratify it.



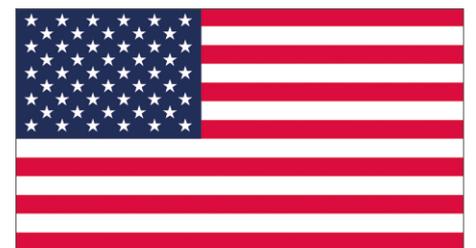
“There was a need to put this cooperation into a new common legal framework for all the EU Member States”

United States

The EU and its Member States have a long history of cooperation on aviation safety with the US, which dates back to the times of the Joint Aviation Authorities (JAA). With the establishment of EASA and the adoption of a common set of EU safety rules, there was a need to put this cooperation into

a new common legal framework for all the EU Member States. Following preparatory work, this has been achieved by virtue of an “Agreement between the United States of America and the European Community on cooperation in the regulation of civil aviation safety”, which was signed on 30 June 2008, and entered into force on 1 May 2011.

During 2011 and early 2012, there have been a number of important developments concerning the implementation of the BASA. The first meeting of its main governing body, the Bilateral Oversight Board (BOB) was held in June 2011 and this adopted governing procedures and took two decisions concerning the amendment of Annex 1 and Annex 2 of the BASA based on the work of sub-committees on certification and maintenance. Subsequent meetings of the BOB took place in December 2011 and May 2012, with the main decisions focusing on the expansion of the BASA to new safety domains.



Following a recommendation from an informal EU-US study group, the BOB decided in May 2012 to establish three Working Groups tasked inter alia to develop proposals for three new Annexes to the BASA on Pilot Licensing, Flight Simulation Training Devices and on Pilot Training Organisations. The BOB is also planning to make a decision on extending the scope of Annex 2 (on maintenance) to line stations located outside the territories of the Parties.

Work has also been on-going in the sub-committees on certification and maintenance. In certification, the first meeting of the Certification Oversight Board (COB) was held in May 2011 and its first offi-

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Bilateral Aviation Safety Agreements Update

cial act was to adopt the Technical Implementation Procedures (TIP). These were revised during the second COB meeting in October 2011. The COB is also working on extending Annex 1 to EU Member States not yet included in its scope. Its third meeting took place in April 2012.

In the area of maintenance, meetings of the Joint Maintenance Coordination Board (JMCB) took place in May and November 2011, and May 2012. The Maintenance Annex Guidance (MAG) was adopted during the first meeting and subsequently revised

in November 2011. The JMCB also worked, among other issues, on a transition plan for the repair stations, recommendations for the extension of Annex 2 to additional EU NAAs and line stations, and annual Sampling Inspection System visits. Further amendments to the MAG are expected.

The latest versions of the TIP and MAG, as well as a link to a Frequently Asked Question section can be accessed at: www.easa.europa.eu/rulemaking/international-cooperation-bilateral-agreements.php.

The future

Most of the BASA activity over the next few months should focus on new annexes to the EU-US and EU-Canada BASAs and on the entry into force of the EU-Brazil BASA. The transition process for maintenance for the EU-US BASA also remains one of the priorities.

In addition to these BASAs, the International Cooperation Department is studying the impact of potential BASAs with various States throughout the world. The outcome of this work will be closely coordinated with the European Commission.

ICAO milestone for civil Remotely Piloted Aircraft Systems (RPAS)

On 7 March 2012, the ICAO Council adopted amendment 43 to Annex 2 (Rules of the Air) of the Chicago Convention to accommodate Remotely Piloted Aircraft Systems (RPAS), part of the Unmanned Aircraft Systems (UAS) family, into international civil aviation.

Readers may remember that in the last decade there has been a lot of debate about the insertion of UAS in non-segregated airspace. ICAO has now clarified that this is the final goal. Safety of aviation is in fact first ensured by licensing pilots as well as issuing type certificates and certificates of airworthiness to individual aircraft.

After the runway collision in Tenerife in March 1977, aviation started to consider humans not only as individuals, but also as part of a team and of an 'organisation'. As this concept developed, it led to the Air Operator Certificate (AOC) in ICAO Annex 6 in 1990, the aerodrome certificate (encompassing the aerodrome operator) in Annex 14 in 2001 and, in Europe, to the Single European Sky (SES) Regulation in 2004, which certifies air traffic services and other air navigation service providers.

In fact, Article 1 of the EASA Basic Regulation (Regulation (EC) No 216/2008) covers the 'total aviation system', including not only 'objects' such as aircraft, aerodromes, ATM systems, but also personnel and organisations.

Amendment 43 to Annex 2 of the Chicago Convention now clarifies that in order to access non-segregated airspace under civil aviation rules, a legal person shall file an application. This person shall be a certified RPAS operator (commercial or corporate), employing licensed remote pilots and using certified RPAS.

Furthermore, the Amendment establishes that all the elements of the system shall be covered by appropriate certificates, but that only the Remotely Piloted Aircraft (RPA: the flying part of the system), according to Article 31 of the Chicago Convention, needs an individual Certificate of Airworthiness (CofA) and

registration. This is an extremely important point on which the debate at expert level is still very lively. This will most probably lead on one side to consider the 'station' a new 'product', but on the other will shift some responsibility from the State of Registry towards the State of Operator.

In Article 2 of Basic Regulation, the legislator mandated EASA to take into account ICAO provisions when developing rules for aviation safety. The amendment to ICAO Annex 2 may require an amendment to said Regulation, which currently considers the RPS a 'part' and not a 'product'.

Supported by the UAS Study Group (UAS SG), ICAO will now concentrate on the development of a Manual, to be ready for the world-wide Symposium tentatively planned in April 2014 and precursor of amendments to other Annexes to the Chicago Convention.

The current structure of the draft Manual follows the philosophy of the 'total aviation system' referred to above. First, States and stakeholders have to be familiar with the ICAO regulatory framework (Chapter 1) and with the basic features of RPAS (Chapter 2). Then, general requirements apply (Chapter 3; e.g. Art. 8 of Chicago Convention) to international civil flights. Once this is clear, the safety of the entire RPAS has to be certified (Chapter 4), the RPA registered (Chapter 5) and the RPAS operator certified as well (Chapter 6). The latter will employ licensed personnel (Chapter 7) to carry out flight operations (Chapter 8), using RPA equipped with 'Detect and Avoid' (Chapter 9) and communication systems (Chapter 10), governed by a Remote Pilot Station (Chapter 11) equipped as necessary (Chapter 12).

Once all this will be in place, the RPAS operator may apply to enter non-segregated airspace on the basis of applicable Air Traffic Management rules and procedures (Chapter 13) and take-off and land at aerodromes (Chapter 14). Finally, some RPA (if not the majority) will operate in volumes not accessible to 'manned' aviation (very low level; proximity of obstacles; dangerous clouds, etc.) and also this has to be considered (Chapter 15).

ICAO milestone for civil Remotely Piloted Aircraft Systems (RPAS)

EASA has already contributed to the progress of ICAO in the field of RPAS. In 2010, Henri Rodenburg (R3.1) was appointed rapporteur for personnel licensing into the UAS SG. On 23 April 2012 Filippo Tomasello (R4.1) was co-chairman of the group at UAS SG/9.

The views expressed in this article only reflect the opinion of the author, Filippo Tomasello (EASA Rulemaking Officer). They do not commit the Agency in any way.

EASA Rulemaking Update

Update on the Regulation on Air Operations – Opinion 02/2012 on specialised operations

On 16 April, EASA published Opinion 02/2012, containing the draft requirements for specialised operations. Part-SPO mainly covers aerial work activities such as sling load operations, aerial photography, aerobatic flights and agricultural flights. It applies to both commercial and non-commercial operations. Although Part-SPO is largely based on the requirements for non-commercial operations (as set out in Parts NCC and NCO, published in Opinion 01/2012), it also contains some alleviations and additional requirements needed for specialised operations.

This is first time that Europe will have harmonised operational requirements for this aviation sector. Taking this into account, a general opt-out of three years is proposed, to ease the transition into the new rules. The Opinion has now been sent to the Commission, which will take over the decision-making process leading to the adoption of these rules.

The published documents

This Opinion does not contain a Cover Regulation, rather amendments to the Cover Regulations and Annex I (Definitions) as published in Opinions 04/2011 and 01/2012. The draft requirements are set out in Annex VIII (Part-SPO). In addition there is an Explana-

tory Note, providing further information on Part-SPO. In addition to the requirements set out in Part-SPO, in order to perform specialised operations, commercial operators need to hold an air operator certificate, and those operating non-commercially with complex motor-powered aircraft must declare their activities to the relevant competent authority. The requirements regarding certification and declaration were published in Part-ORO, in Opinion 04/2011.

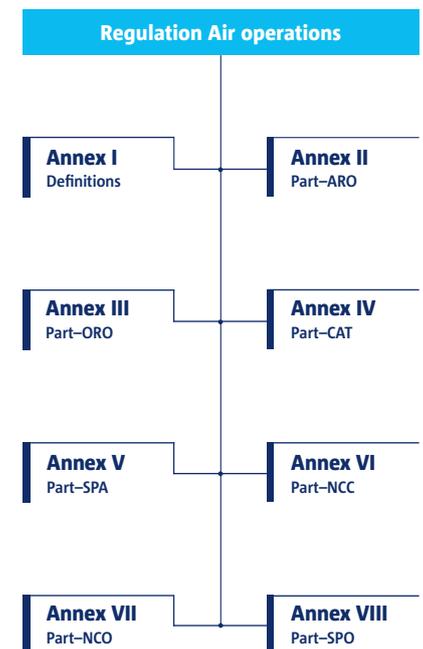
The following chart summarises what has been published until now for Air Operations with this and previous Opinions.

Current status and next steps

The EASA Committee will start with an initial assessment of the Opinion during its meeting in May 2012. The adoption process for this Opinion and those concerning non-commercial operations might not be concluded before the end of 2012.

The Agency will adopt the corresponding AMC and GM material as an ED Decision, once the Implementing Rules have been adopted. The Opinion can be downloaded at <http://www.easa.europa.eu/opinions>.

PUBLISHED PACKAGE



Aircrew Annexes

With the publication of Regulation (EU) No 290/2012 on 5 April, the full set of Annexes on Aircrew has been published. This regulation contains the remaining three annexes (Part Cabin Crew, Part Authority requirements for aircrew and Part Organisation requirements for aircrew) - the first four were published in Regulation (EU) No 1178/2011. Further information is available online at <http://easa.europa.eu/regulations/flight-standards-implementing-rules.php>. In addition, the Agency has published the associated Acceptable Means of Compliance and Guidance Material. These are available as Decisions from the Agency website: <http://easa.europa.eu/agency-measures/acceptablemeans-of-compliance-and-guidance-material.php>. Still awaiting publication are the Certification Specifications for flight simulation training devices (FSTDs). These will appear shortly on the Agency website.

// QUICK NEWS / // QUICK NEWS / // QUICK NEWS //

EBACE 2012

EASA was present at EBACE, Europe's main business aviation fair which took place in Geneva, Switzerland from Monday 14 to Wednesday 16 of May. For the first time, the Agency had a small exhibition booth, which welcomed a wide variety of questions from the business aviation community.

U.S./Europe International Aviation Safety Conference

The 2012 U.S./Europe International Aviation Safety Conference took place in Cleveland, Ohio from Tuesday 12 to Thursday 14 June. The conference, co-organised by the FAA and EASA, was themed "Maintaining the Course for International Collaborative Success". Key topics addressed included the economic benefits of safety collaboration, US-EU bilateral agreements, data exchange, pilot fatigue management, new technologies, and crisis management. The 2013 conference will take place in Paris in June.

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EASA certifies first aircraft in the LSA category

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Evekotor SportStar RTC

EASA has certified the first types in a newly created certification category for light aircraft. Following the PS-28 Cruiser from Czech Sport Aircraft and the Flight Design CTLS-ELA, the EvekotorSportStar RTC is the third aircraft type to be certified under new specifications designed specifically for Light Sports Aircraft (LSA). Aeroplanes in this category have up to two seats and a mass of less than 600kg.

EASA aerodrome conference

Held on Monday 21 and Tuesday 22 May 2012 in Cologne, the EASA conference on future aerodrome safety rules brought together over 200 representatives of airports, national aviation authorities and stakeholder associations. It coincided with the end of the consultation period for the NPA 2011-20 on the rules for aerodrome safety. The next step for EASA will be the analysis of the 9000 comments received and the publication of responses to them in a Comment Response Document (CRD) to the NPA in the summer.

ETSO Workshop

For the 8th time, the EASA ETSO Workshop gathered about 150 representatives from industries and authorities to discuss topics of common interest in the various fields of aviation equipment. The workshop, which was held Wednesday 27 and Thursday 28 June aimed to update participants, and get their feedback concerning operational, design, manufacturing and regulatory matters.

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