



EASA

European Aviation Safety Agency

Safety Information System

Flight at High Altitude in Adverse Conditions

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Your safety is our mission.

An agency of the European Union 

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Regulatory Framework



ICAO Annex 8 Chapter 4;



Regulation (EC) 216/2008 (Basic Regulation)



Regulation (EU) 748/2012 (Part 21)



Regulation (EU) 1321/2014 Annex I (Part M)



Safety Information System

- Determination of an unsafe condition and sufficiency of proposed corrective action (guidance material):
 - **AMC 21A.3B(b) Unsafe condition**
 - **GM 21A.3B(b) Determination of an unsafe condition**
 - **GM 21A.3B(d)(4) Defect correction – Sufficiency of proposed corrective action**



Safety Information System

- EASA internal procedures on continuing airworthiness:
<http://www.easa.europa.eu/certification/internal-working-procedures.php>
- MCAI (mandatory continued airworthiness information)
 - Proposed AD (PAD), Final AD (with Request for comments), Emergency AD, Emergency Conformity Information (ECI)
 - Revision, Supersedure, Cancellation, Correction
 - AMOC to AD (not published)
 - Foreign State of Design AD (adoption)
 - The full MCAI process is described [here](#)
- Non-MCAI
 - Safety Information Bulletin (information only)
 - Foreign State of Design advisory/information documents (endorsement)



Safety Information System

- EASA ADs are:

- Applicable in  +  +  +  + 

- Distributed to  Member States

- EASA AD publication web tool:

- <http://ad.easa.europa.eu/>
 - Free online subscription
 - Automatic notification tool, filtering per product(s)
 - Includes all EASA + many  (former) State of Design ADs
 - Since September 2008: New Foreign State of Design ADs:





Facts about EASA ADs:

- An EASA AD is “addressed to” the approval holder of the design (to which the AD applies)
 - Reason 1: any EASA AD is a design-related decision affecting the design approval (TC/TSO) and its holder
 - Reason 2: the Agency cannot issue binding decisions of general applicability (EU Regulation)
- An EASA AD can only apply to a design (product, part or appliance) already certified/validated at the time the AD is issued



Facts (continued) about EASA ADs:

- An EASA AD does not “incorporate by reference” (IBR) the service information of the design approval holder (DAH).
- In most EASA ADs, the following statement is included (when DAH holds a DOA):
The use of later approved revisions of [DAH service information] is allowed for compliance with the requirements of this AD.



- Safety information Bulletin (SIB)
- Information to alert, inform and draw the attention to a safety issue
- Non-mandatory information and guidance not qualifying for an airworthiness directive
- Categories of SIB introduced in October 2014: Airworthiness; Operations; ATM/ANS; Aerodromes
- SIB drafts are sent to NAAs and to other interested parties (e.g. airline associations) for informal consultation
- EASA/Foreign SIBs, are published since September 2008 on EASA web tool: <http://ad.easa.europa.eu/sib-docs/page-1> (non-MCAI)



Expected soon:

- Safety/Operational Directives:
 - Regulation (EC) No 216/2008 (OPS/Aerodromes issues)
 - Regulation (EU) No 1034/2011 (ATM/ANS issues)
- AD for Operational Suitability Data (OSD):
 - Agency can issue an AD to correct deficiencies in OSD (training, MMEL, etc.).
- Increasing use of Safety Information Bulletins (non-MCAI):
 - OPS, RCZ, ATM/ANS, Aerodromes issues in addition to CAW safety concerns.



EASA
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Thank you for your attention!

Any questions?

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