



EASA

European Aviation Safety Agency

Product Certification and Design Organisation Approval Workshop

22nd -23rd November 2017

Your safety is our mission.

An agency of the European Union 

TE.GEN.00409-001



EASA
European Aviation Safety Agency

International Cooperation general update

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22/Nov/2017

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EASA Organisation Chart





International Cooperation Objectives





EASA International Cooperation Pillars

Institutional Relations

External Representations (Washington, Montreal, Beijing, Singapore)

Technical Cooperation

Technical Training & ECQB (EASA MS & international)



Institutional relations



Bilateral Aviation Safety Agreements – BASA

- US (signature 2008, entry into force 2011)
- Canada (signature 2009, entry into force 2011)
- Brazil (signature 2010, entry into force 2013)
- Future: China, Japan



Over 120 Working Arrangements & cooperation agreements with 26 States

- “Quasi-multilateral”: “PANEP”, SAFA
- Bilateral: i.a. UAE, Singapore, China, Qatar ...



Multilateral relations – ICAO

- European coordination on matters of global nature
- Support to Member States
- Coordination and information exchange with ICAO (auditing activities, ASIAP etc.)
- Technical expertise to ICAO activities
- Regional Safety Oversight Organisations (RSOO)



Bilateral Aviation Safety Agreements (1/7)

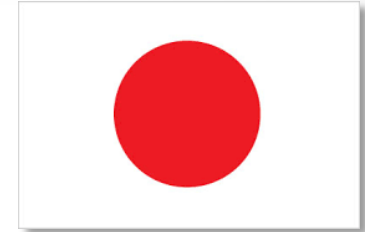


➤ EU-China

- The 4th negotiation round was held in Brussels from 27 to 29 September.
 - EASA joined all negotiation rounds in support of the EC
 - Scope: airworthiness and environmental certification
- During this round, both Delegations agreed on a compromise text for the Executive Part of the Agreement and for the Annex on Airworthiness and Environmental Certification.
- The next steps will be the formal initialling and subsequent signature of the Agreement.
- Dedicated presentation to follow.



Bilateral Aviation Safety Agreements (2/7)



➤ EU-Japan

- First negotiation round of the Executive Agreement held in Tokyo on 8 and 9 November 2017.
 - EASA participates in support of the EC
 - Scope: airworthiness and environmental certification (and possibly maintenance)
- Confidence building: mission in the area of airworthiness (visit of EASA experts in the areas of design and production) held in Japan from 23 to 27 October.



➤ EU-US

- Negotiations on new Annexes 3 (FCL) and 4 (FSTD) have been completed at technical level.
- One open issue had blocked the negotiations in the past. It seems that a solution can be found.
- Proposed solution will be presented at the next Bilateral Oversight Board meeting (April 2018).



Bilateral Aviation Safety Agreements (4/7)



- EU-US BASA Annex 1 (design and production)
 - Technical Implementation Procedures revision 6 was signed in Ottawa on 22 September 2017. It will enter into force 6 months after signature.
 - TIP Revision 6 will implement several major objectives of the COB Validation Improvement Roadmap and pave the way for other objectives planned for TIP Revision 7 and beyond.
 - Dedicated presentation to follow.



Bilateral Aviation Safety Agreements (5/7)



- EU-US BASA Annex 2 (maintenance)
 - MAG change 6 signed on 6 January 2016.
 - JMCB met on 8 November 2017 to discuss implementation.
 - Maintenance Management Team (FAA, EASA, TCCA and ANAC) created;
 - First MMT meeting took place in Ottawa.
 - Objective is to resolve maintenance related issues in a standardised way among all authorities.
 - MMT supports and aligns with the similar concept of the quadrilateral Certification Management Team (CMT) initiatives.



➤ EU-Canada Annex A (design and production)

- TIP Revision 3 entered into force on 18 September 2017, upon approval by the JSCC. It incorporates:
 - Implementation of a process to ensure the maintenance of confidence between TCCA and EASA, under the oversight of the JSCC;
 - Strengthening of collaboration between EASA and TCCA for continuing airworthiness responsibilities;
 - Provisional application of the TIP to Iceland, Norway and Switzerland States.



Bilateral Aviation Safety Agreements (7/7)



- EU-Brazil Annex A (design and production)
- TIP Rev. 3 entered into force on 13.03.2017
- It introduced OSD provisions for validations
- The next revision should be released in spring 2018 in order to address:
 - Confidence maintenance
 - Basic / Non-Basic classification criteria
 - TSO/E-TSO mutual recognition
 - MRB reports acceptance
 - Simplification process for approved manuals



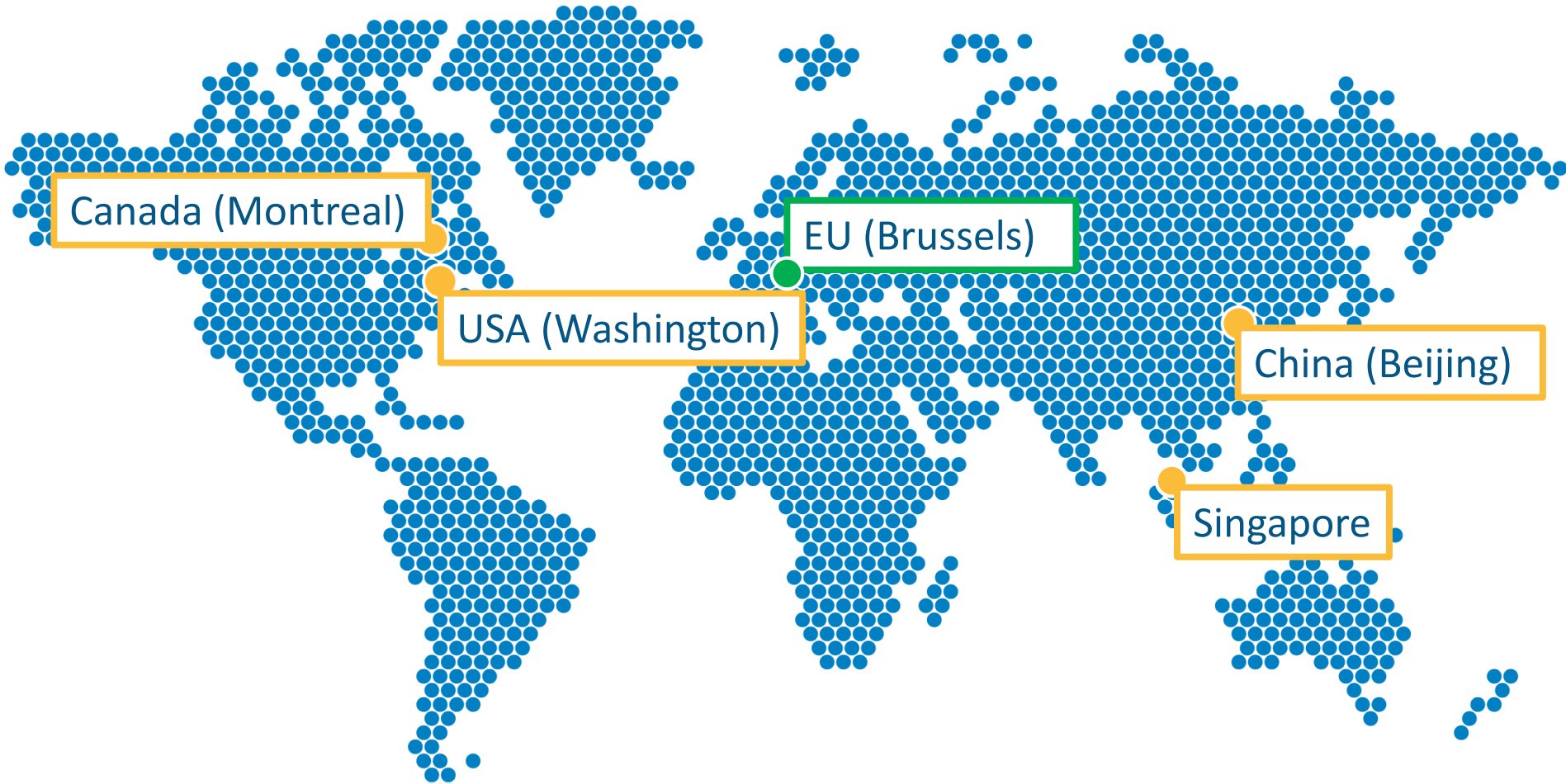
Working Arrangements (WA)

EU citizens'
safety
interests
and
support to
EU aviation
industry

- Unilateral validation of EASA certificates by CAAs of third countries (e.g. WAs with CAAC-China, CAAV-Vietnam, GCAA-UAE)
- Bilateral support for validation exercises (WAs with JCAB-Japan, HKCAD-Hong Kong)
- Operational modalities for the implementation of EU Agreements (e.g. WA with the FAA on the Airbus Mobile Alabama FAL)



Permanent International Representations





EU/EASA Technical Cooperation

- Safety does not stop at EU borders
- Need to co-operate with partner authorities
- Promoting EU views and standards

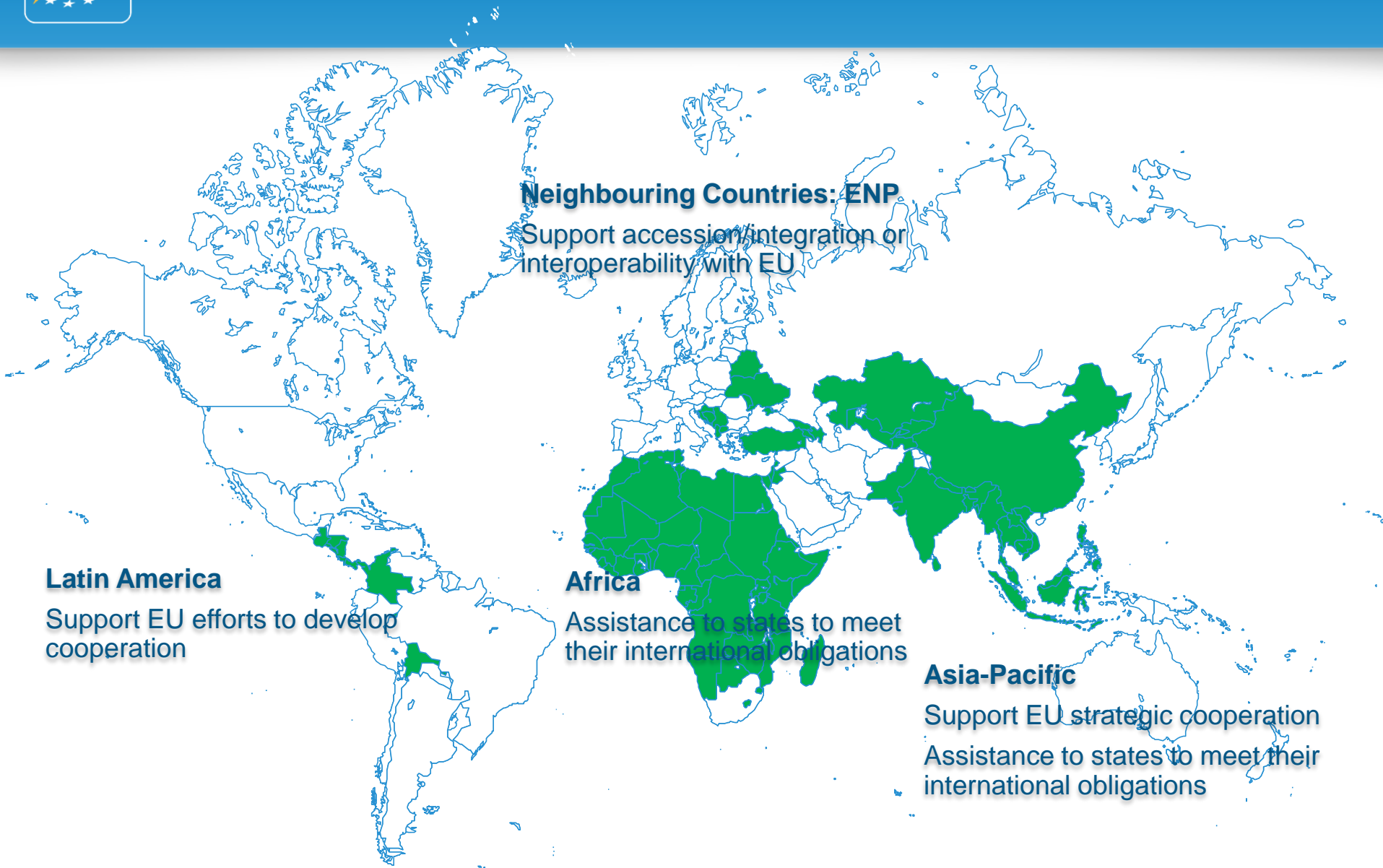
The Big Picture

EASA engages in Technical Cooperation Activities

- Part of EU development policy -mainly EU funds granted by the European Commission
- Countries and regions wishing to adopt EU regulations or requesting assistance
- Partnership with authorities and Regional Safety Oversight Organisations (RSOO)
- Safety and other aspects
- EU Industry interests



EU Technical Cooperation Projects





Technical assistance & cooperation projects

Technical assistance launched in 2017:

- ❑ EU-South Asia Aviation Partnership Project
- ❑ EU-Ukraine Airworthiness Convergence Project
- ❑ CAA Thailand Support Project
- ❑ CAA Zambia Aviation Safety Project



Technical assistance & cooperation projects

Upcoming projects under preparation:

- ❑ EU-Latin America Aviation Partnership Project
- ❑ EU-South-East Asia Aviation Partnership Project
- ❑ ARISE Plus (ASEAN States)
- ❑ IPA IV Aviation Safety (Western Balkan & Turkey)
- ❑ PASTA-CO ECCAS (Central & West African States)
- ❑ Safety List III (Support to DG MOVE)
- ❑ EU-ASAP EU-Africa Safety in Aviation Project



Regional Safety Oversight Organisations

Potential of RSOOs:



Efficient use of
resources



Level playing field



Experience of the EU
system

- Increase Regulators' cooperation and efficiency
- Improve local, regional and global safety
- EU system experience is available



RSOOs in the world - examples



... representing over 120 ICAO states



Strategic Objectives Swaziland Forum





Summary

- International cooperation is more important than ever to improve aviation safety worldwide
- Besides safety, the facilitation of global market access for the aviation industry is a strategic objective
- Efficiency, less duplication and avoidance of redundant authority work are key to make the best use of scarce resources
- EASA actively cooperates with and supports ICAO, RSOOs, third country authorities and Industry to jointly meet current and future challenges for aviation safety at global level



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Thank you for your attention

Questions?

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