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**EASA Workshop**  
on Requirements for Organisations and Authorities

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# **The Total Systems Approach**

## **Authority requirements**

### **General Requirements**

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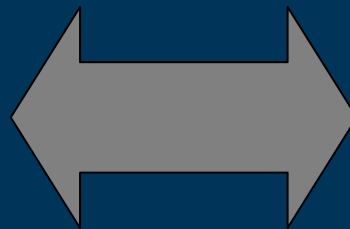


## Introduction

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- Requirements to be followed by the competent authorities
- Ensures standardisation
- Complements requirements for Organisations

**Competent  
Authorities**



**Organisations**



# Authority Requirements Subpart General

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- Section 1 – General
- Section 2 – Management systems
- Section 3 – Certification, oversight and enforcement



# Principles

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- Total system approach
- Standardisation
- Collective and continuous oversight
- Safety management



# Contents

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- I A total system approach
- II A tool for standardisation
- III Collective and continuous oversight
- IV Safety management



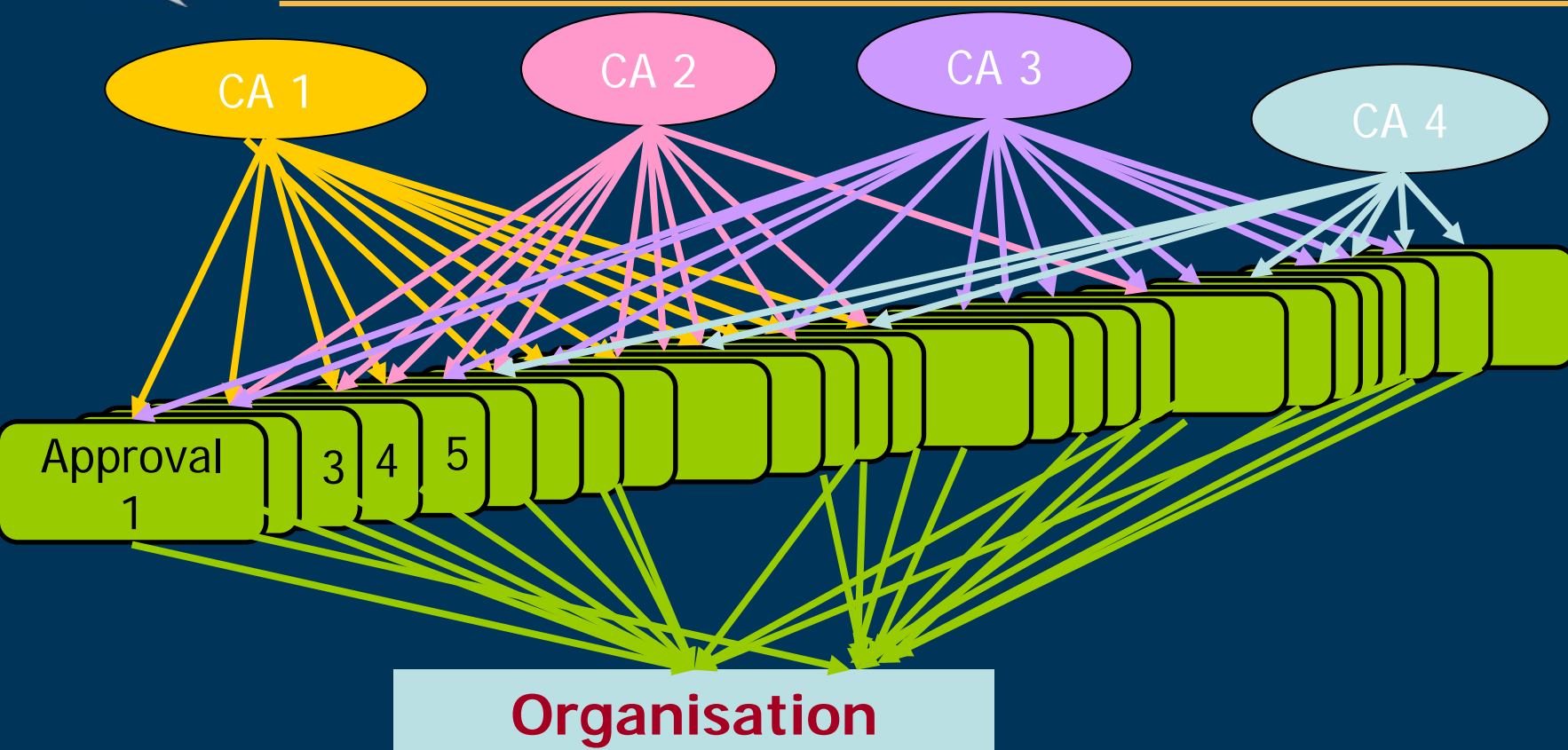
# I Total system approach

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- The past
- The future
- Part AR



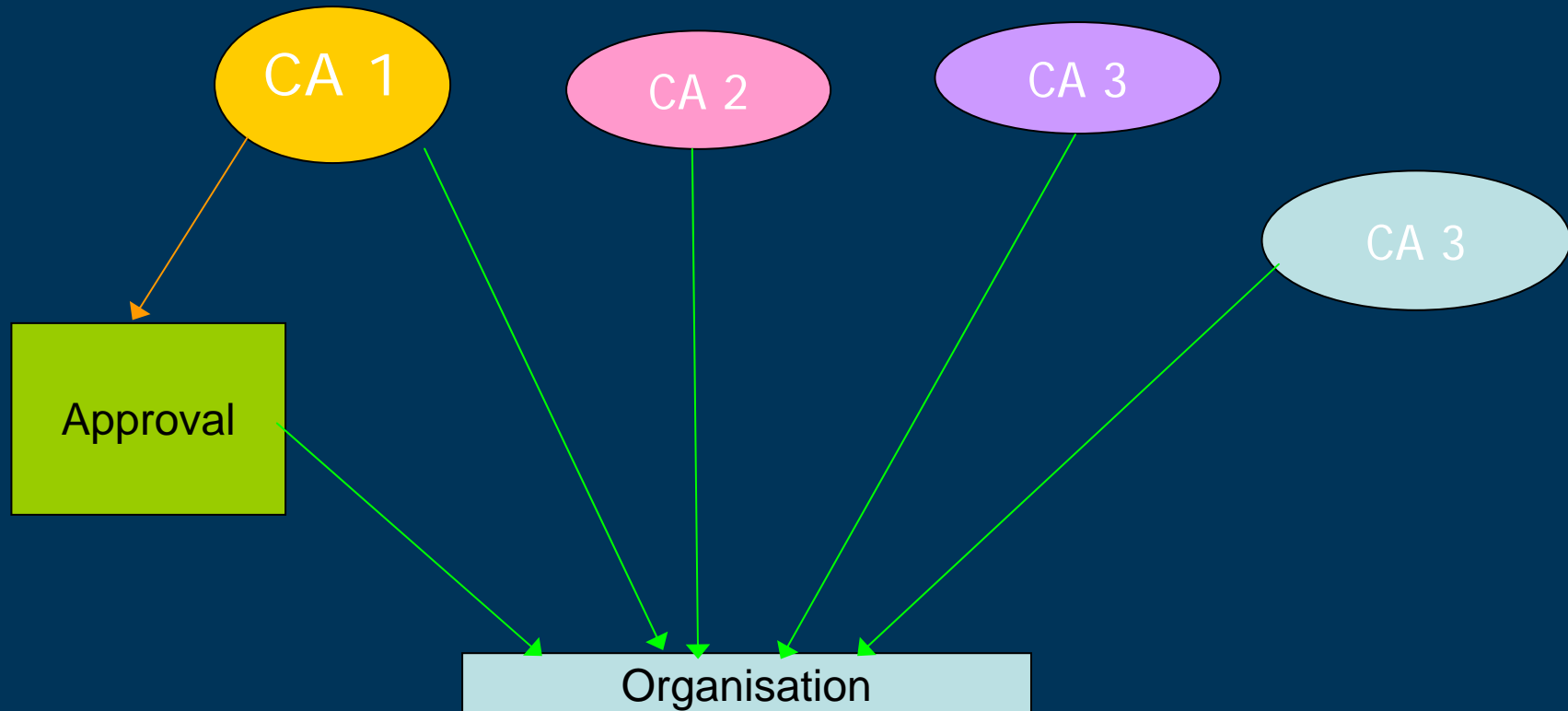
# The past





# The future

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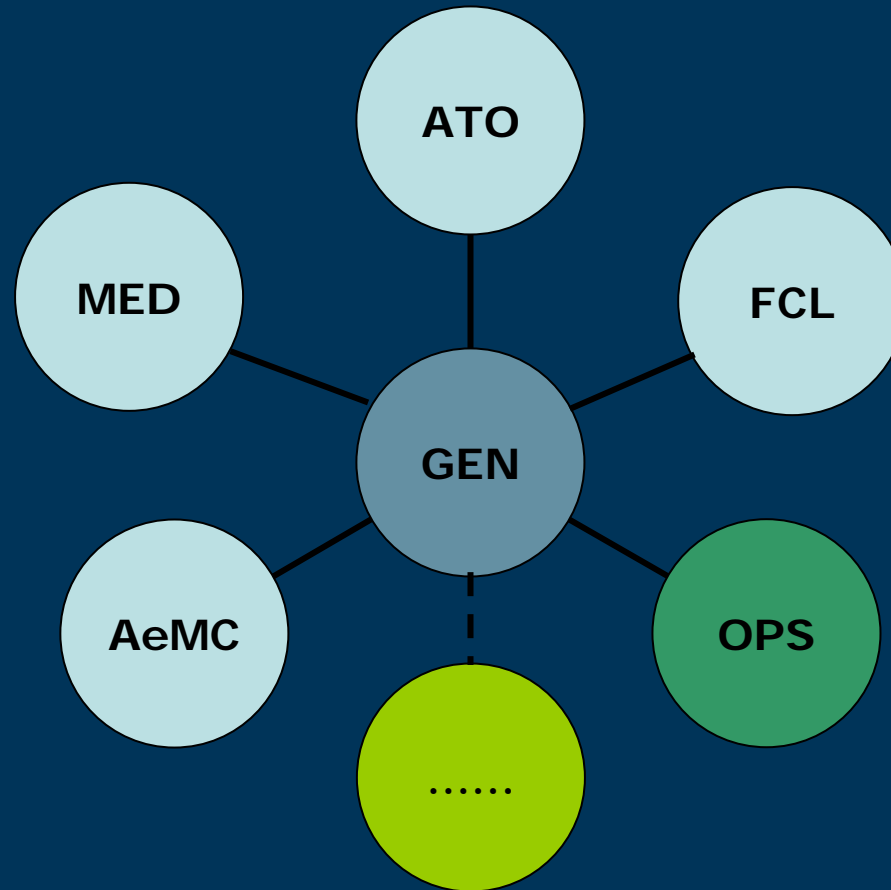






## Part AR: The present structure

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## Part AR: Plans

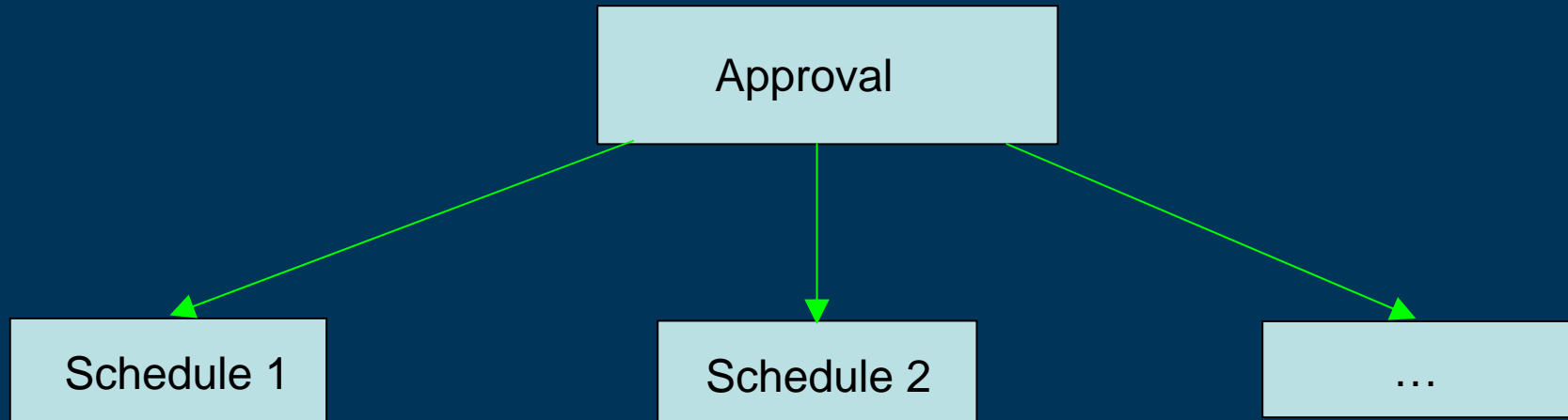
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- To be included in the NPA: FCL, MED, OPS
- Awaiting EASA competence: Aerodromes, ATM
- To be included at a later stage: Initial and continuing airworthiness (authority requirements for POA, CAMO...)



## Part AR: The approval certificate (1)

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## Part AR: The approval certificate (2)

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### ➤ Appendix I



# II Standardisation

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- Record-keeping
- Publication of AMCs



## Record keeping

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- The competent authority shall establish a system of record-keeping :
  - ★ **certification processes; oversight; findings, corrective actions and date of action closure; enforcement measures taken; mandatory safety information; ramp inspections; and use of the flexibility provisions in accordance with art 14 of the Basic Regulation**
  - ★ **5 years minimum**
  - ★ **records available to EASA and competent authorities (collective oversight)**
- Details in AMCs



## Publication of AMCs (1)

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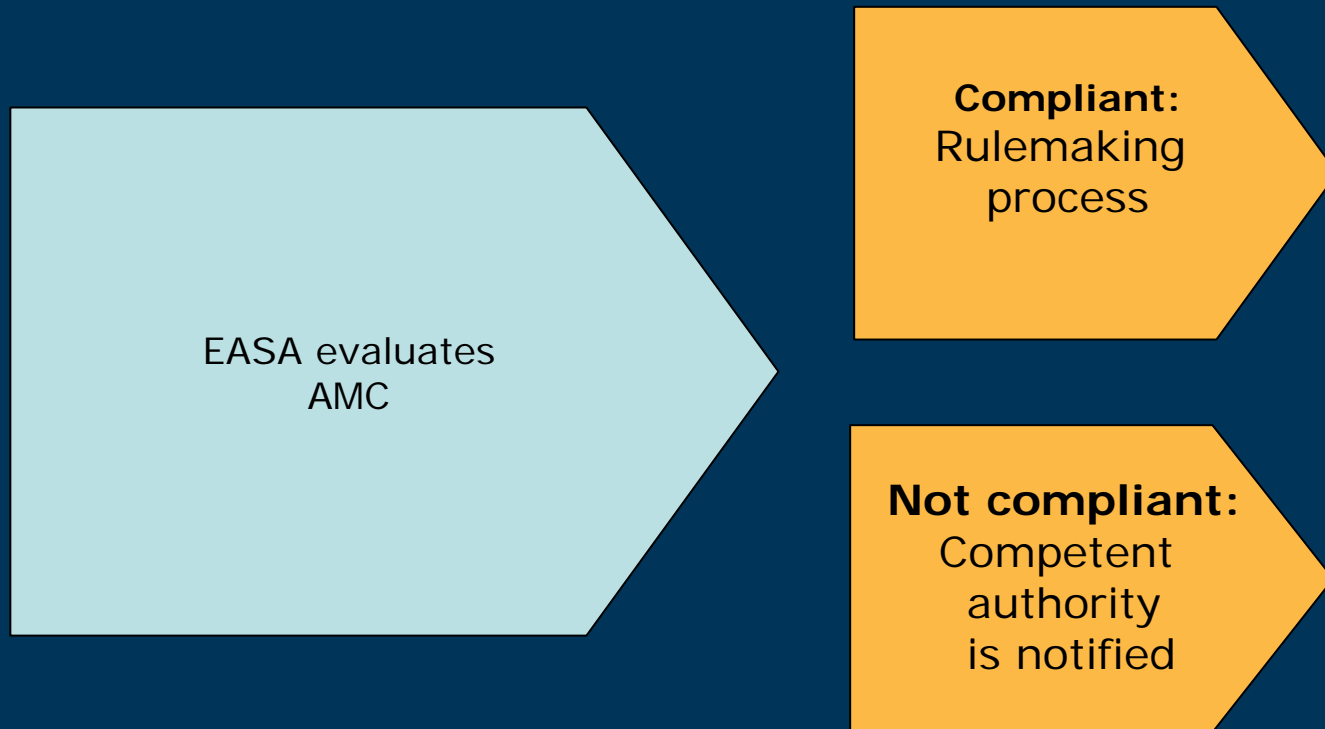
- Alternative means may be used to establish compliance with the implementing rules.





## Publication of AMCs (2)

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## III Collective and continuous oversight

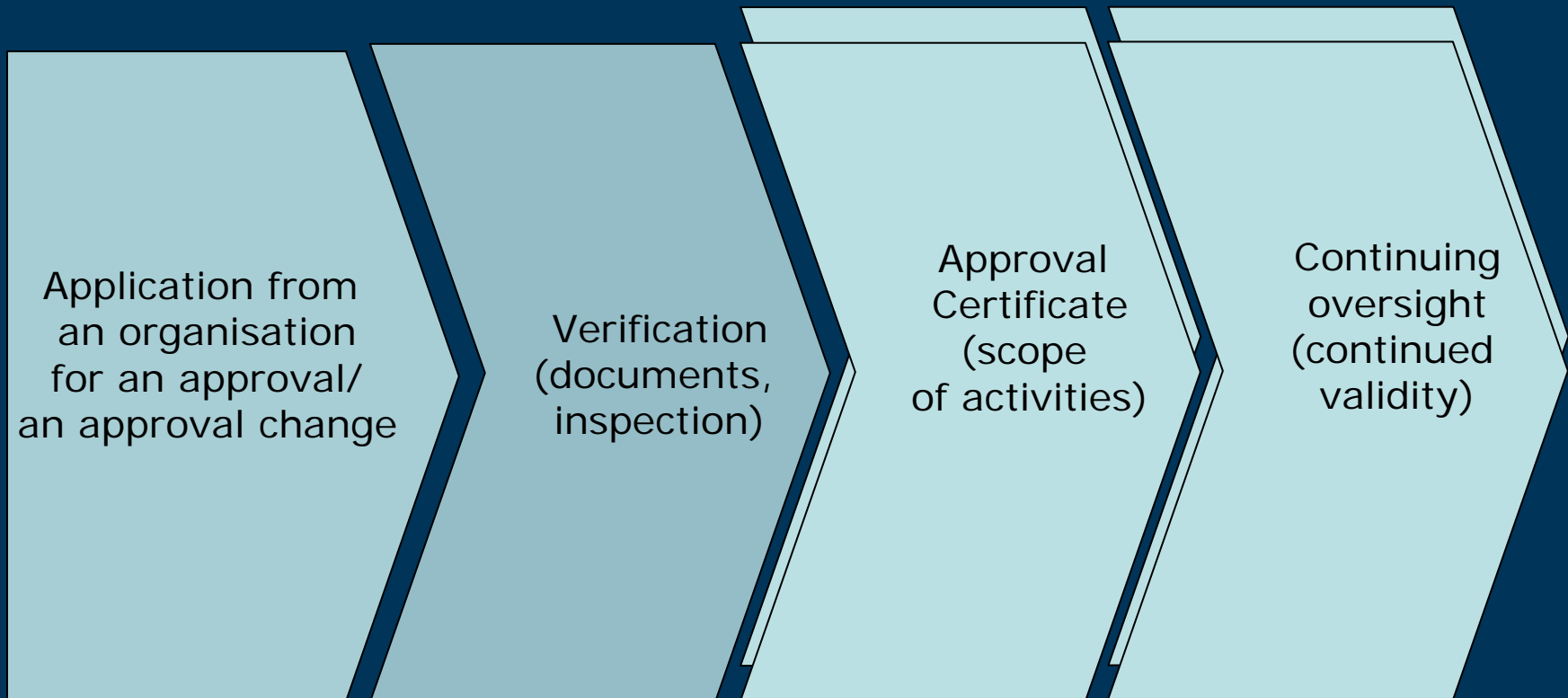
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- Approval process
- Oversight
- Declaration process
- Enforcement for persons
- Activities in more than one Member State



# Approval process

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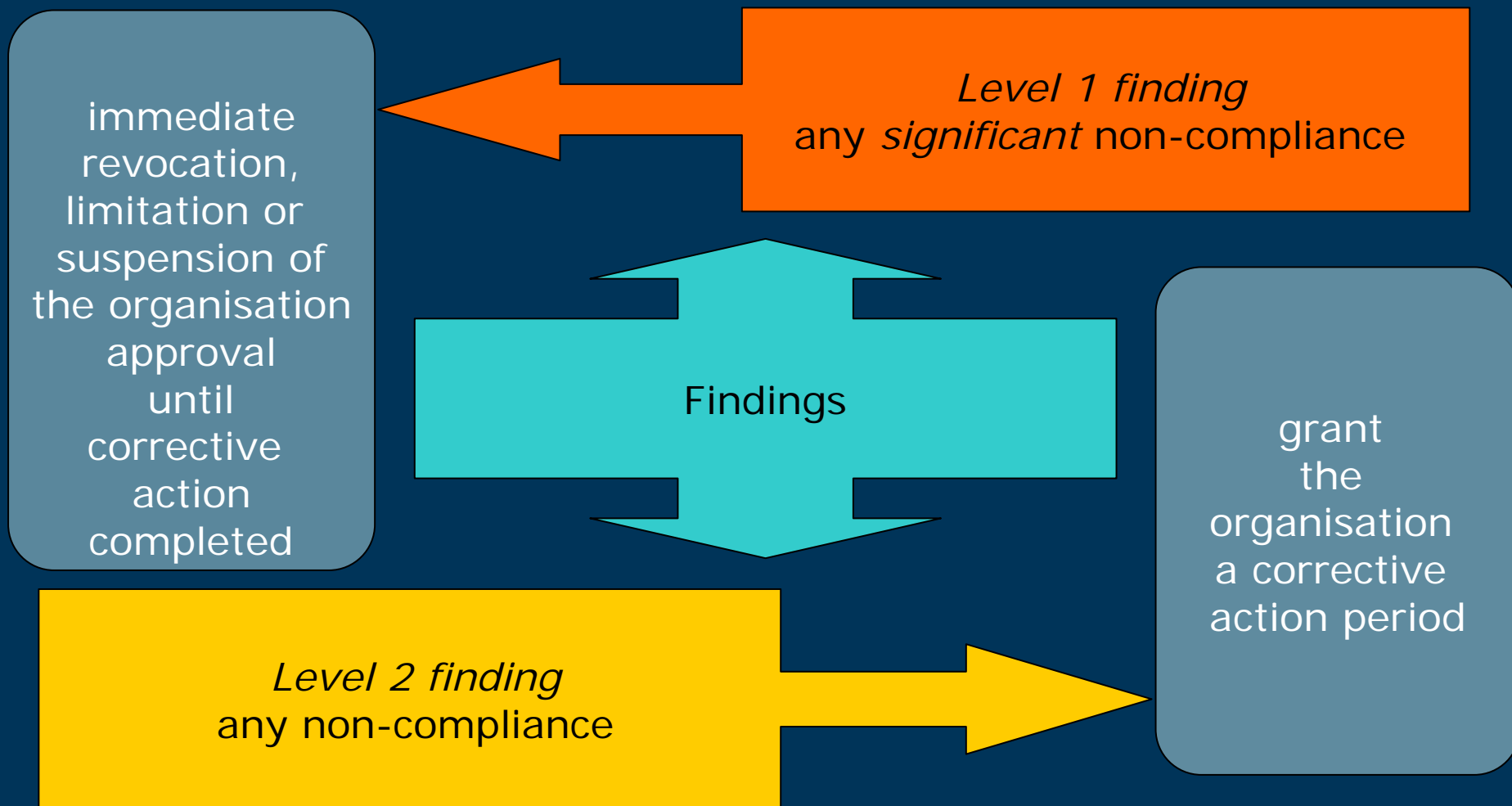
# Continuing oversight and monitoring programme

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- Risk-based oversight
- Regular audits (< 24 months)
- Meetings with accountable managers (< 24 months)



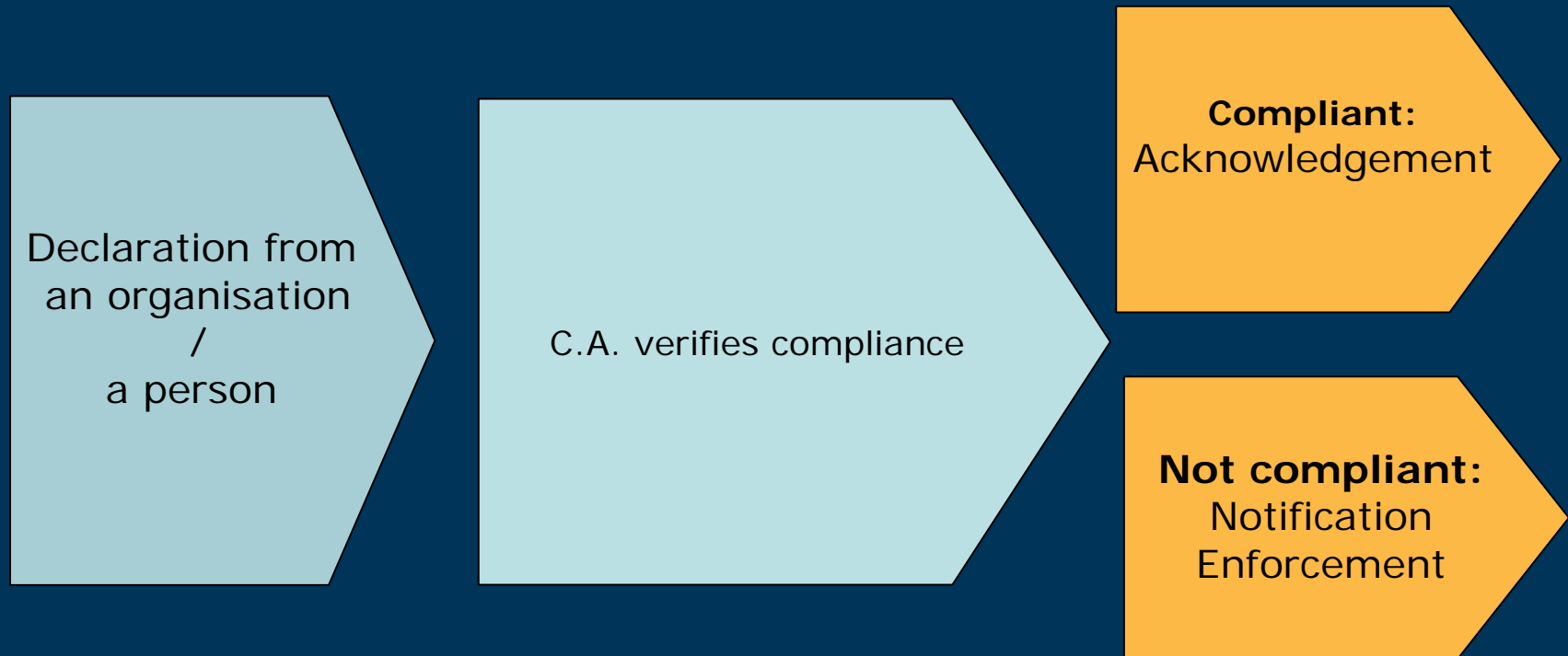
# Findings and corrective actions





# Declaration process

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# Enforcement - persons

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- Provides grounds for enforcement measures and penalties
  - ★ to persons holding a licence, certificate, rating, authorisation or attestation or not
  - ★ by C.A. of issuance or directly by C.A. that raised the finding



# Activities in more than one MS

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- Each MS responsible for oversight of activities in its territory
- Oversight coordinated between all MS involved
- Findings reported to certifying C.A.
- Cooperation between C.A. (enforcement)



# IV Safety management

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- ICAO state safety programme
- A unique situation
- Requirements supporting a safety programme
- Authority management system





# ICAO State safety programme



Source: ICAO



# The European Union: a unique situation

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## ➤ Matrix of interactions

- Authority requirements provide grounds for a

**Community Safety Programme**



# Requirements supporting the safety programme

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- Safety promotion programmes
- Mutual exchange of information
- Collective oversight and enforcement
- Mandatory safety information
- Occurrence reporting



# Defining the Community Safety Programme

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- Collaboration between European Commission, EASA and Member States
- Elements needed for CSP drafted by a small group, to be presented to all Member States



# Authority management system

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- **The competent authority shall establish and maintain a management system**
  - ✧ Documented policies and procedures
  - ✧ Organisational structure / appointed managers
  - ✧ Compliance monitoring
  - ✧ Personnel
  - ✧ Facility
  - ✧ Record-keeping
- **Changes notified to EASA**



# Conclusion

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- **Authority requirements provide grounds to work in a way which:**
  - ★ **ensures better consistency between approvals of activities**
  - ★ **enhances collaboration between EASA MS**
  - ★ **provides oversight efficiency**
  - ★ **identifies risks with a view to enhancing oversight**

# Thank you for your Attention!

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