

# 2003 FAA National Software Conference

## EASA



# EASA

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## DISCLAIMER

- I am not a real expert on EASA
- It is difficult to distinguish fact from rumor
- The entire situation is very dynamic –
  - With the exception of the 28 September 2003 date,
  - And the transition period - which may be extended a bit though.

So **please:** be very careful to base decisions on the material presented here;  
try to get second-source information first;  
and do not distribute this presentation to far.

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## EASA

### LINKS



- <http://www.jaa.nl/>  
– *Click on the pop-up*
- [http://europa.eu.int/comm/transport/air/safety/easa\\_en.htm](http://europa.eu.int/comm/transport/air/safety/easa_en.htm)
- <http://www.easa.nl/english/index.html>

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### Why EASA ?



- Politics: EU wants to have powers in the area of safety
- This also applies to maritime safety
- JAA work and authority is only based on an international agreement
- EASA will be an EU agency with direct powers over EU member states

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## EASA

### It **WILL** Happen !!



- On 28 September 2003, EASA will take over the responsibility for certification.
- Actual staffing at that date is: the Executive Director, ..... and 4 vacancies for Directors:
  - Certification, Rulemaking, Quality and Standardization, Admini
- This obviously is insufficient to do all the work that goes with this responsibility
- Initially: JAA and NAAs will be asked to proceed as usual under EASA responsibility, using standing processes
- There is a transition period: 42 months (3 ½ Y)
  - Define EASA rules and processes and adapt to it
  - Build EASA organization which will gradually take over the work

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### What will EASA do ?



- On 28 September 2003, EASA will take over the responsibility for:
  - TC, STC, JTSO
  - Related technical rulemaking (Part 21,22,23,25,..)
  - These rules have been adapted - minor impact ??
- Only for EU countries, not the other JAA countries
  - so far
- Maintenance will follow ~ ~ 2 years
- Operations, FCL, ... will follow later
- ATM stays with EUROCONTROL in the foreseeable future

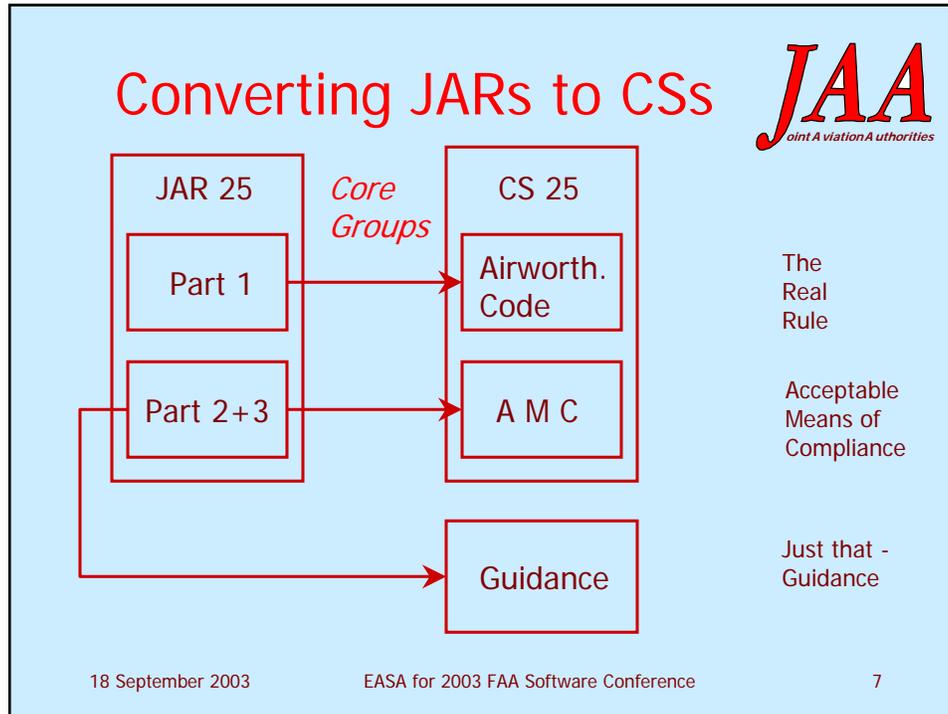
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## EASA



- ### Who will do the work ?
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- EASA - minimal at first, but increasing fast
  - Looking at the projected final size (200..250 employees) and the EASA tasks:
    - Lots of technical work will still be done outside EASA
  - The EU Regulation allows use of so-called "Accredited Organizations":
    - Larger National AA are expected to be accredited
    - Other, non-government organizations also expected to be accredited later
  - EASA will - IMHU - only employ management, project managers, and top-level technical specialists
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## EASA

### What will happen to TCs ?

- Existing "JAA TCs" will be taken over by EASA
- Running pre-TC JAA projects will continue as-is ...
  - The PCM (Project Certification Manager) may have to report to EASA in stead of Central JAA at some point
  - Teams stay as they are and continue their work
  - Procedures will change stepwise in the transition period; TC basis will stay as-is
  - Financial side of this is not at all clear
- Industry (EU and USA) and the FAA made clear that they want of a smooth transition, and continuity:
  - Of service
  - Of people they talk with

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### Membership EASA // = JAA

- JAA has 36 members, EU 15 with 10 joining in a few years
- JAA will continue to operate for non-EU members
- The number of non-EU JAA members will become smaller with the planned expansion of EU membership
- **Possibly** EASA will be dealing for these none-EU JAA members at some point in the future
- Other reasons that JAA will stay in operation:
  - During the transition-period, EASA is not yet fully staffed
  - Initially, EASA will only take on certification

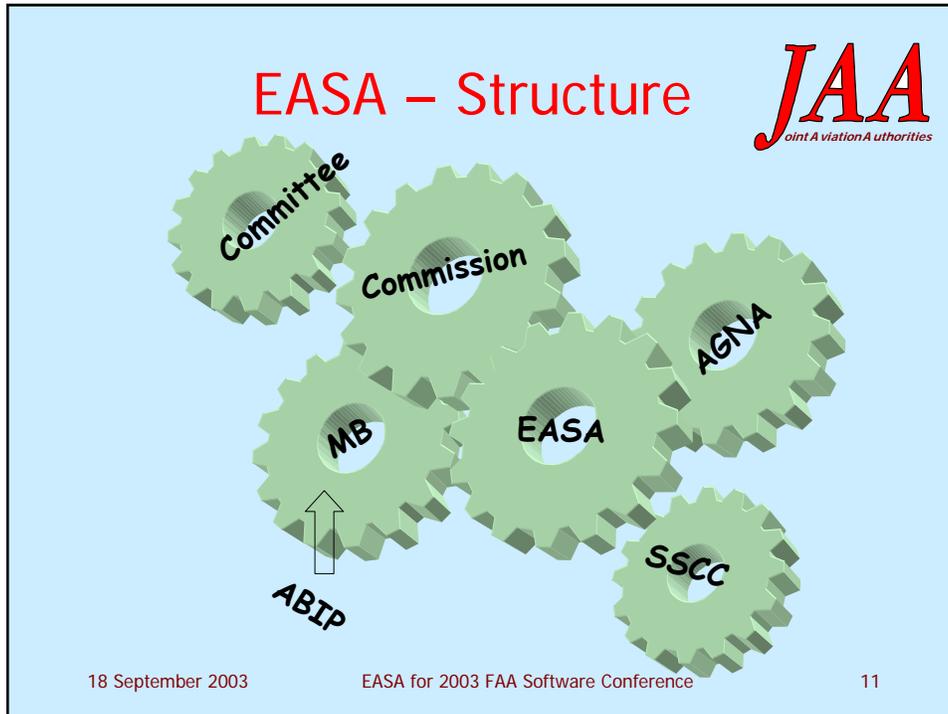
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## EASA



- ### Up in the air ...
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- Location
    - Currently, temporarily, Brussels; but:
    - The final location will be somewhere else
    - Even the time of decision is undecided
  - Satellite offices
    - likely but when or where ?
    - ?? In Toulouse area ??
  - Details of organizational structure
  - Fate of current NAA airworthiness personnel
  - Process for small changes and repairs
  - .....
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