



Organisation and authority requirements

Workshop EASA/AUSTROCONTROL
Vienna, 16-17 June 2009



AGENDA

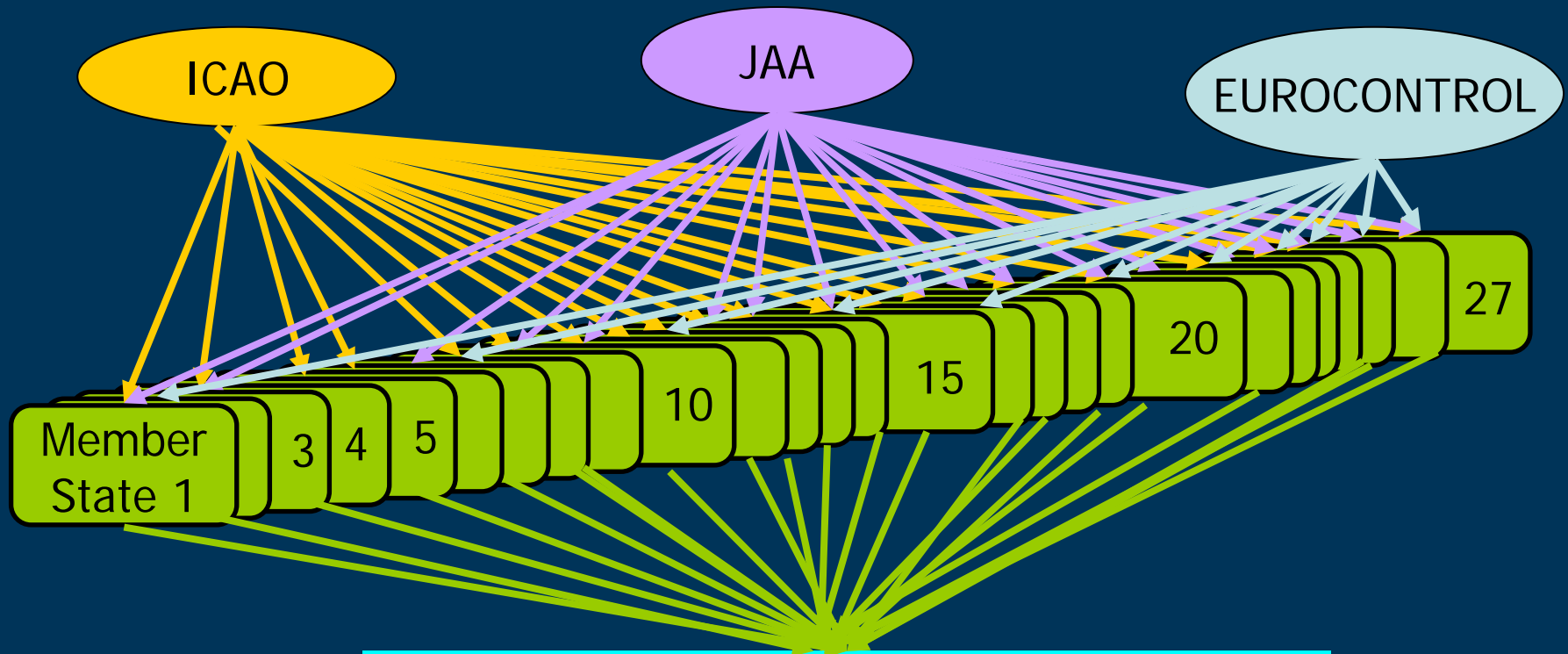
- I. The total system approach
- II. NPA 2008-22– purpose, structure and general contents
- III. Specific requirements for ATOs



➤ I. The total system approach



The past

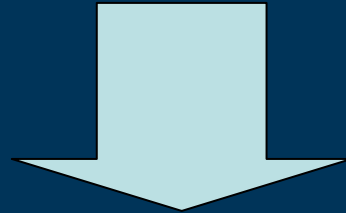


**27 different legal procedures for
transposition = 27 different
results**



Total system approach

- Main objective: high and uniform level of civil aviation safety and environmental compatibility



- Aviation system components – products, operators, crews, aerodromes, ATM, ANS, on the ground or in the air - are part of a single network



Total system approach

➤ Legal certainty

- ★ one single set of requirements adopted at the same date by all 31 EASA Member States (27 EU + Norway, Iceland, Switzerland and Liechtenstein)
- ★ These requirements are **directly applicable** and replace national law without creating an additional layer of legislation



Total system approach

- Regulations are interpreted and applied in one single way and best practices are recommended centrally

=

Uniformity
Level playing field



Total system approach

➤ Flexibility

- ✦ through the use of soft law (CS, AMC, GM)

➤ Streamlined processes

=

reduced burden on regulated persons



Total system approach

Benefits for:

- **Organisations which perform more than one activity** – harmonised provisions
 - ✦ **Integrated management systems**

- **NAA approvals and oversight** - multiple activities meant multiple management systems and multiple audit/oversight processes
 - ✦ **State Safety plan**
 - ✦ **Collective oversight**



➤ II. NPA 2008-22– purpose, structure and general contents



NPA 2008-22

➤ Content:

- ✧ **Explanatory Note – NPA 2008-22a**
- ✧ **Requirements for competent authorities – NPA 2008-22b**
- ✧ **Requirements for organisations – NPA 2008-22c**
- ✧ **CS for FSTDs – NPA 2008-22d and e**

... and the RIA for FCL



Authority Requirements



NPA 2008-22b

Authority Requirements

➤ Purpose, structure and contents

★ Regulation dedicated to stipulate requirements and procedures for the interaction between:

➔ the competent authority and regulated persons / organisations;

➔ **Interaction at competent authority level**

➔ the Member States, the Agency and the Commission.

➔ **Interaction at Community level**



NPA 2008-22b

Authority Requirements

★ 2 Levels

- Competent Authority Level
- Community Level

★ Horizontal

- Applicable to the different areas of the Agency's competences
 - Air Operations and Flight Crew Licensing, but expandable to Airworthiness, Aerodromes and ATM.

★ Designed for growth

- Regulation is designed in such a way that enables growth following the Agency's extension of responsibilities.



NPA 2008-22b

Authority Requirements

★ Subpart – General

→ General requirements:

- Designation of a competent authority by a Member State.
- Procedures to deal with findings and corrective actions.
- Mutual exchange of information, etc

★ Subpart – Flight Crew Licensing

- Requirements for licensing of flight crew and approval and oversight of training organisations and aeromedical centres.



NPA 2008-22b

Authority Requirements

- ★ **Subpart – Aeromedical centres**

- Requirements for the approval and oversight of operators

- ★ **Subpart – Medical**

- Requirements for medical certification and oversight of medical certificates.

- ★ ***Subpart – Air Operations (NPA 2009-02)***

- *Requirements for the certification and oversight of operators*



NPA 2008-22b

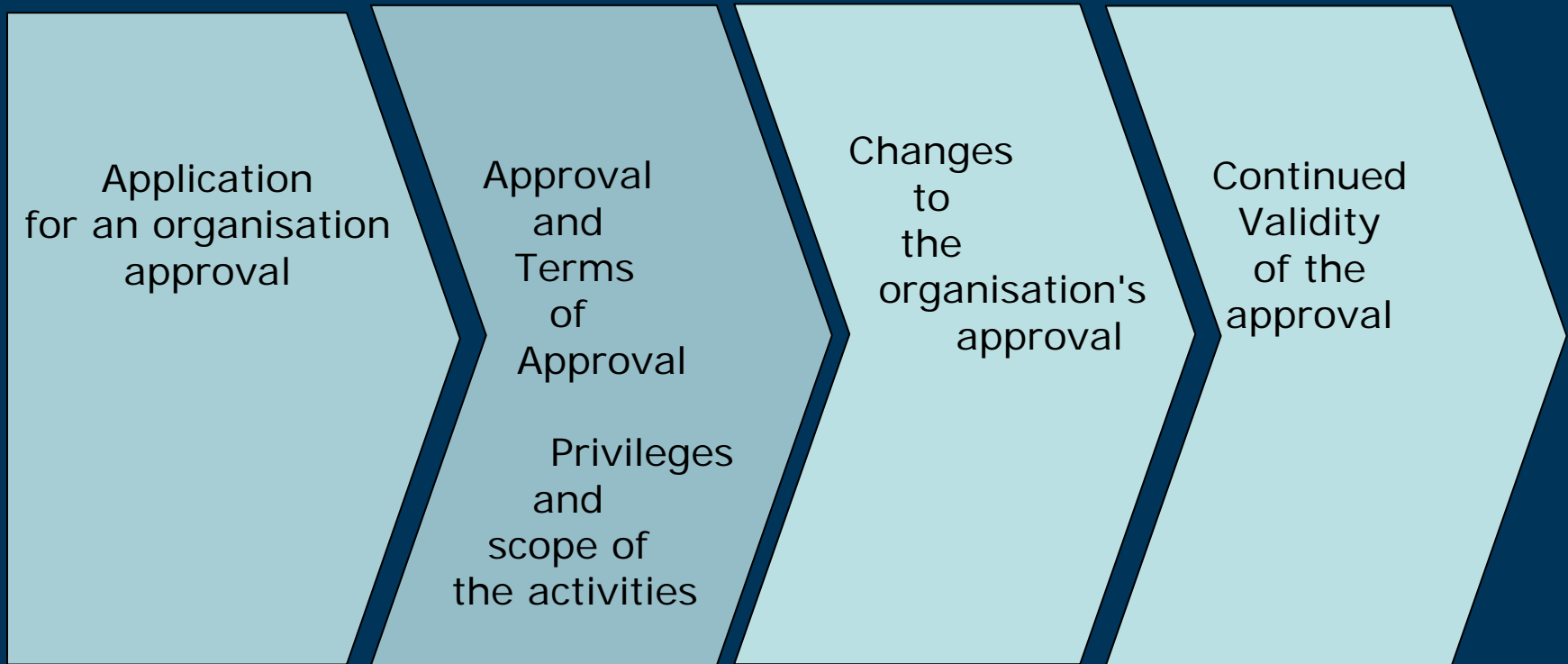
Authority Requirements

➤ Establishes:

- ★ **The basis for collective and continuous oversight and enforcement**
 - ➔ Member States are responsible for overseeing all activities in their territory
- ★ **Streamlined approval / certification processes**
- ★ **Streamlined process for dealing with findings**
- ★ **Clear process for dealing with alternative AMCs**

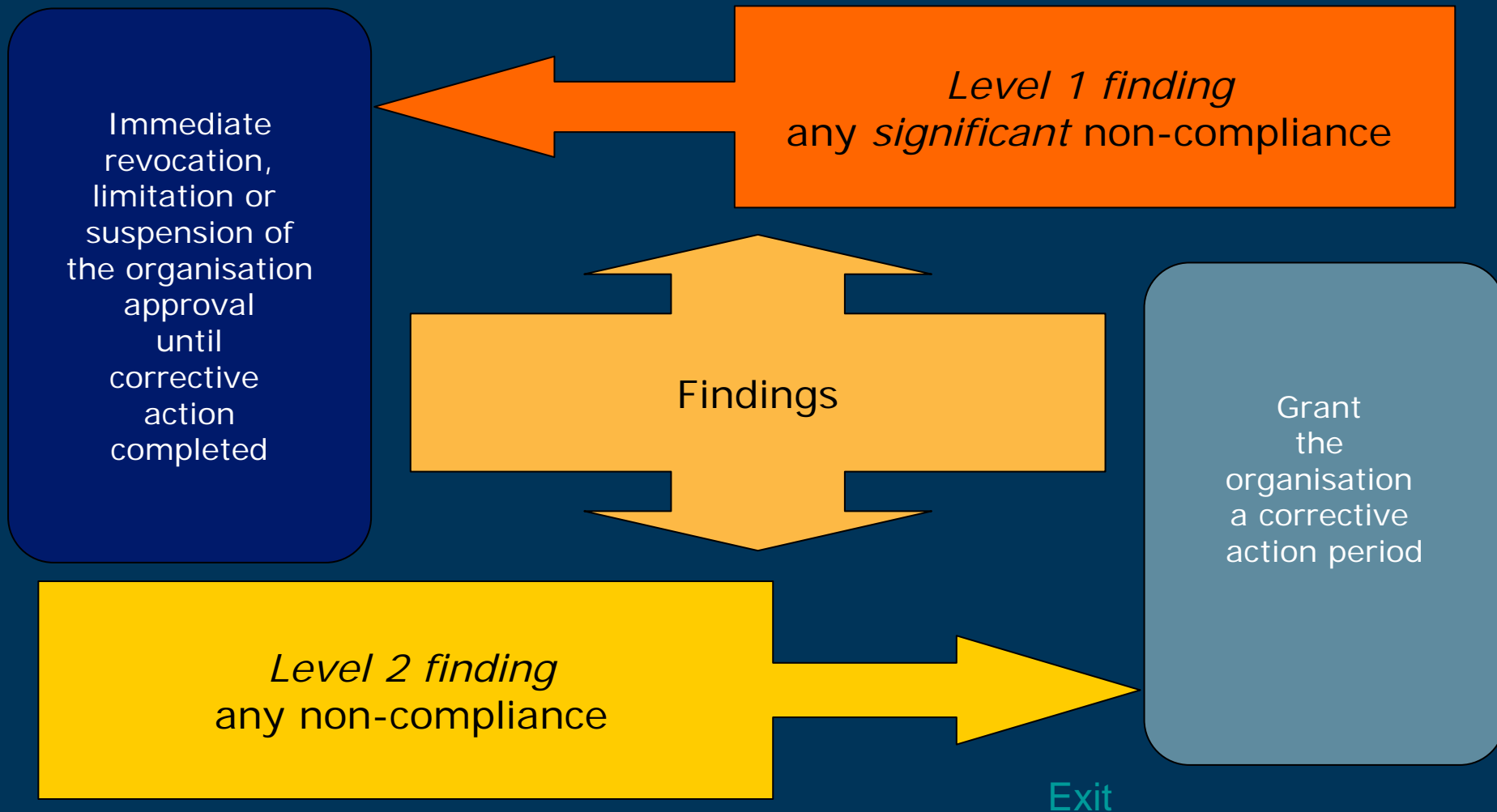


Authority Requirements Approval process





Authority Requirements Findings





AMC: the system today

➤ Alternative means of compliance

- ★ Instead of the AMCs published by EASA, alternative AMCs may be used to establish compliance with the IRs





AMCs: the system today

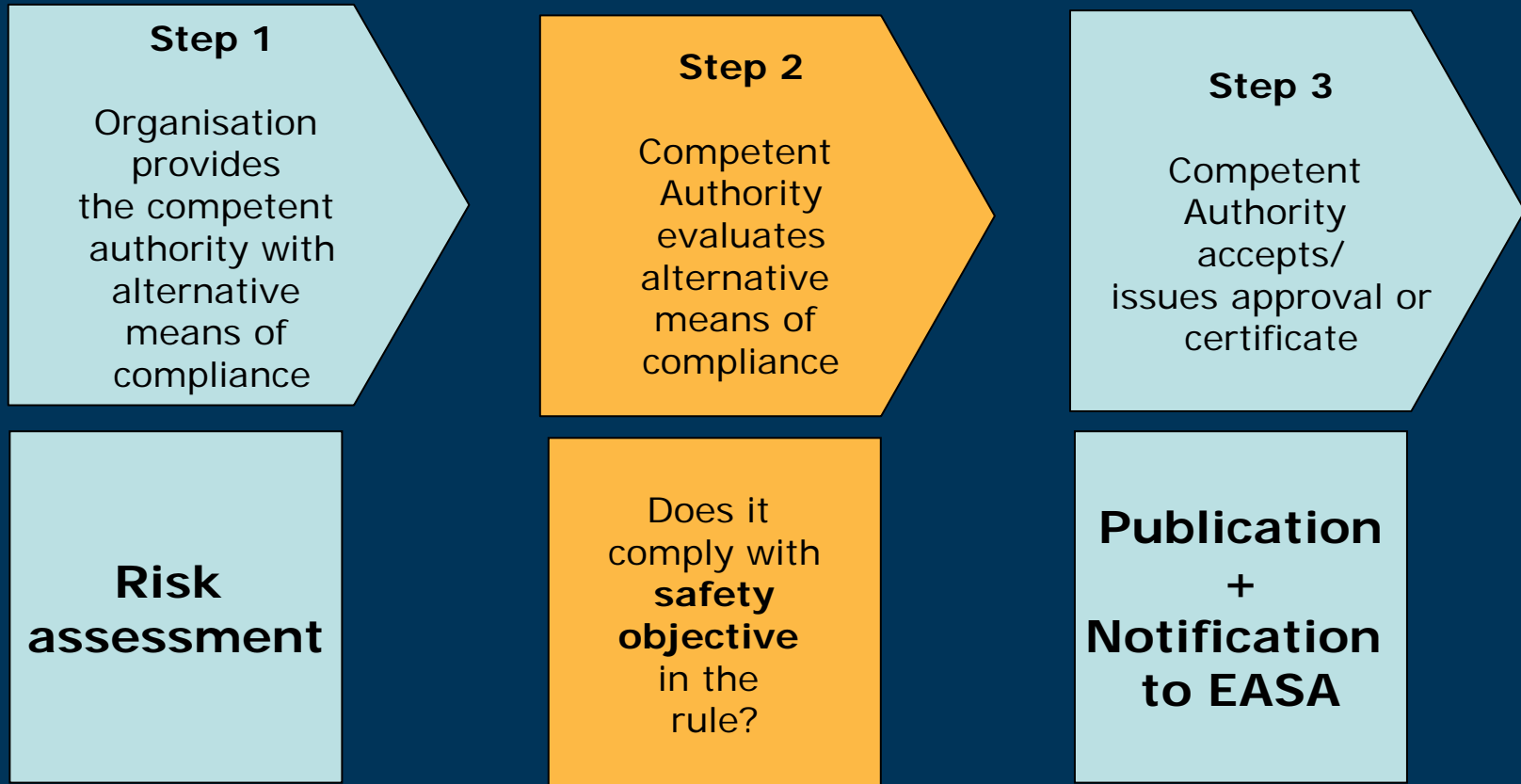
➤ Shortcomings:

- ✧ No requirement on how compliance with IRs is demonstrated
- ✧ No clear process for the authority to follow
- ✧ No transparency: alternative means of compliance are not known by other stakeholders / Member States / Agency



Standardised implementation: the proposed system

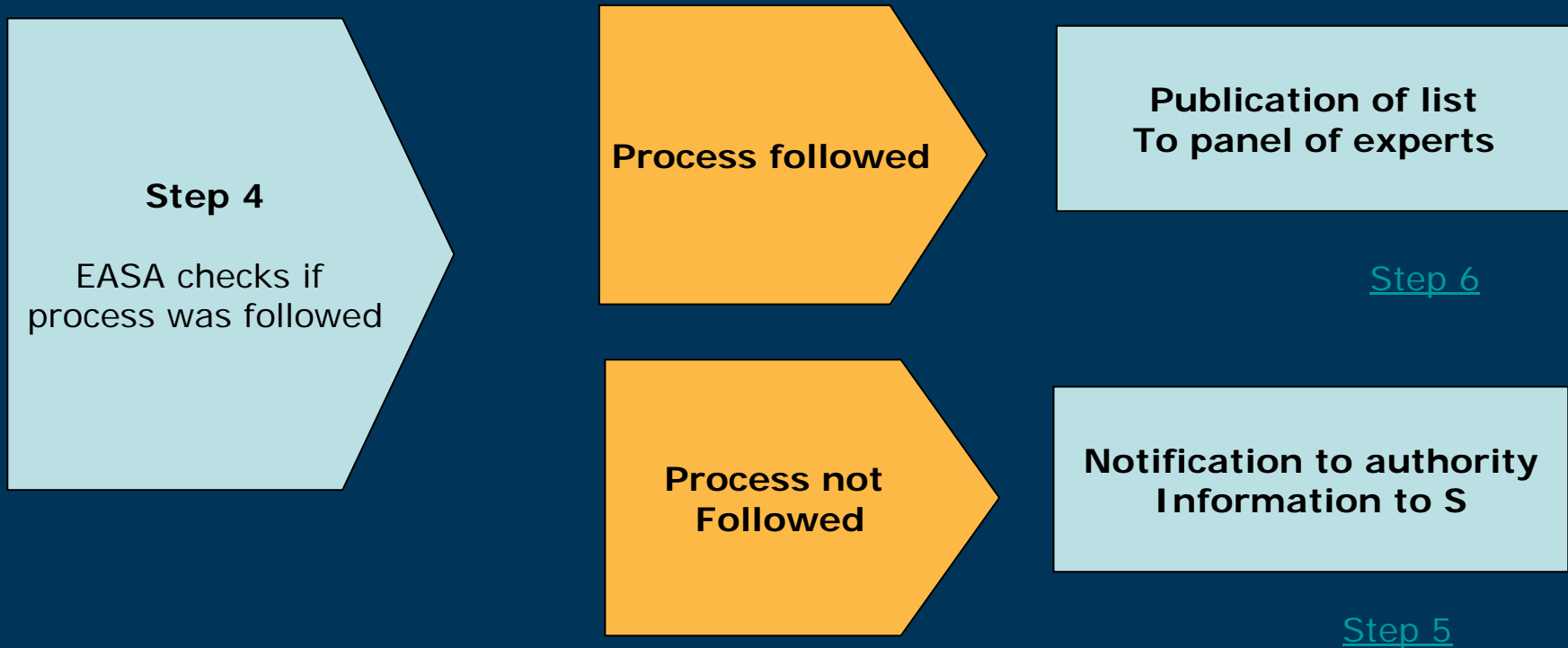
➤ Alternative means of compliance





Standardised implementation: the proposed system

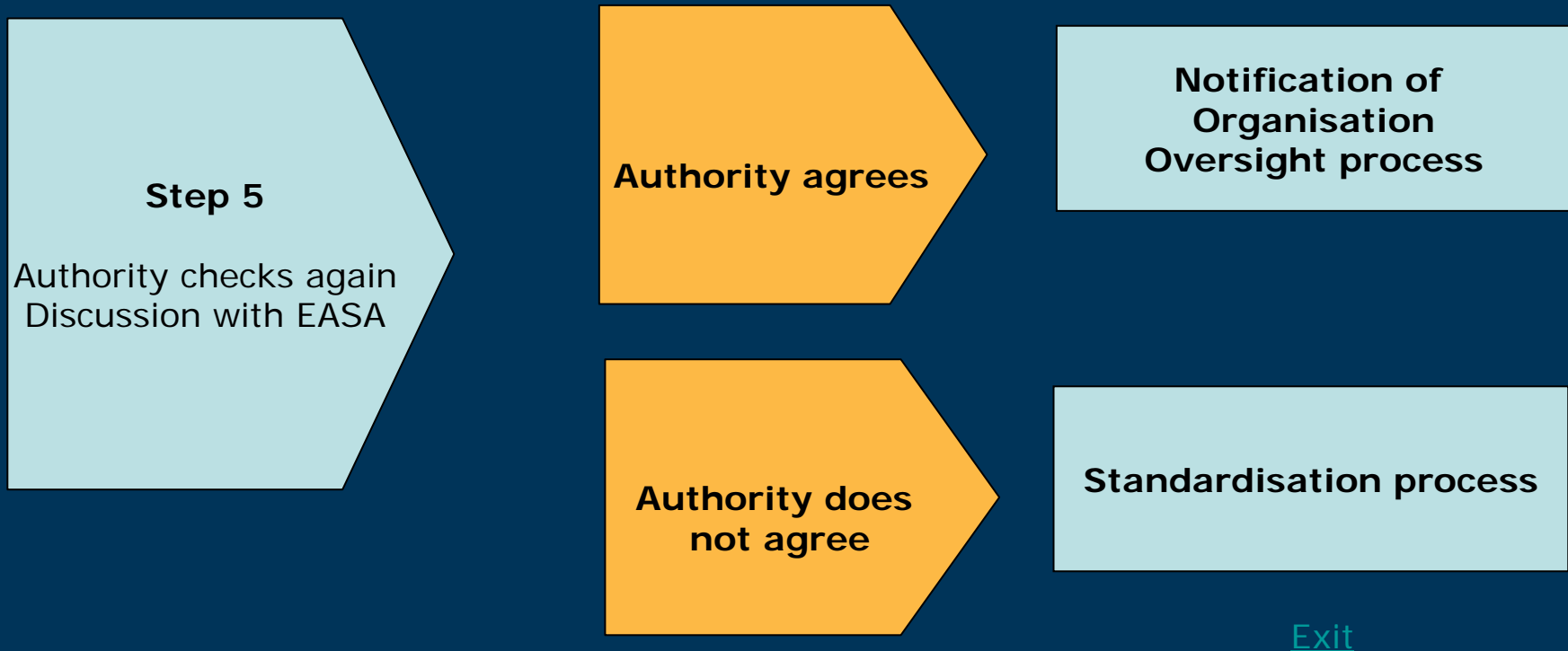
➤ Alternative means of compliance





Standardised implementation: the proposed system

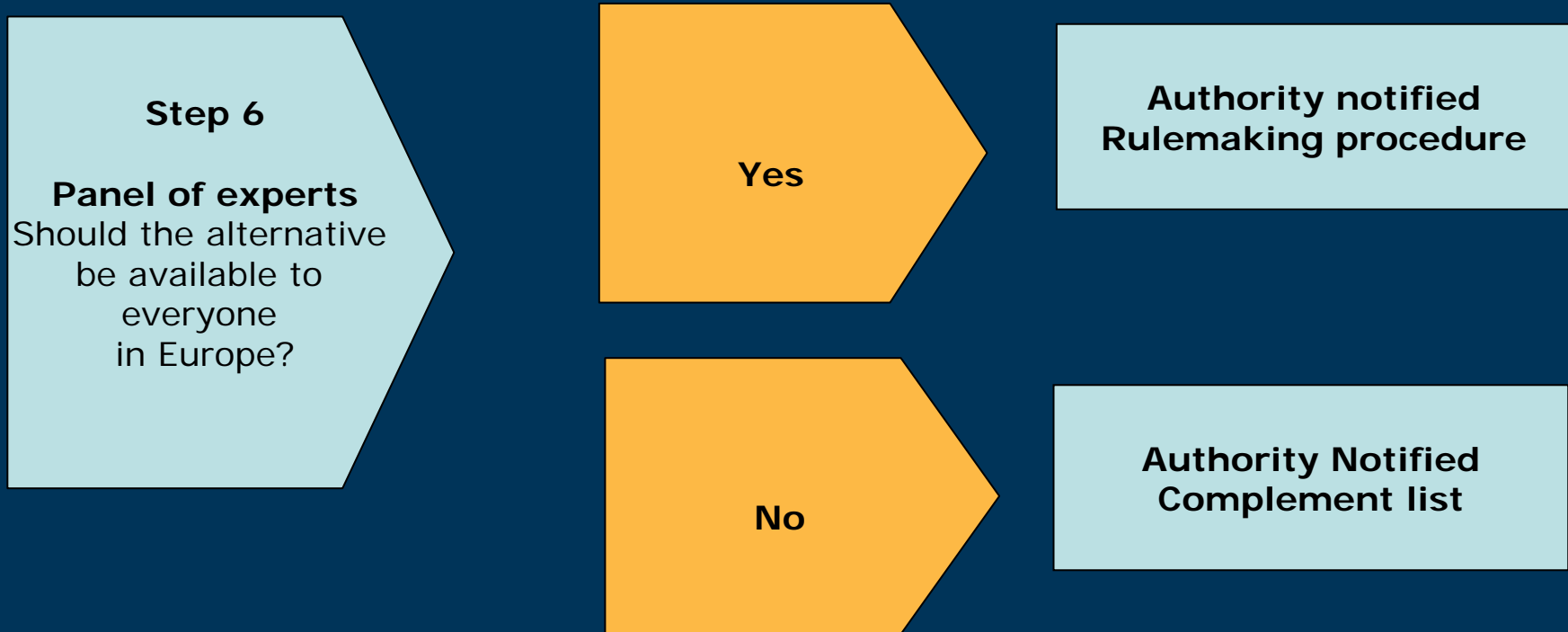
➤ Alternative means of compliance





Standardised implementation: the proposed system

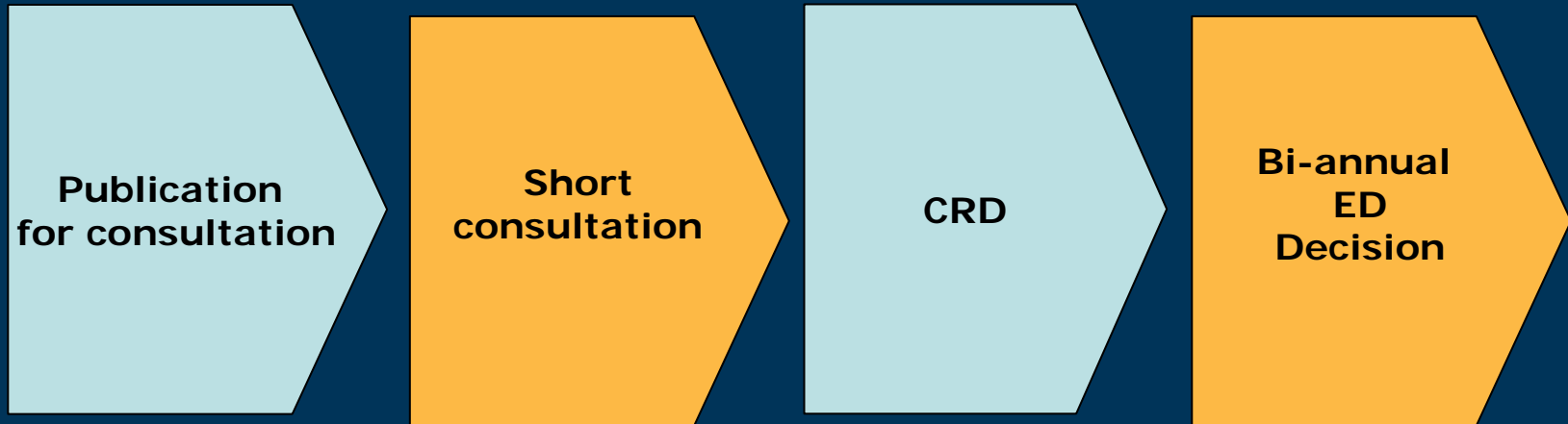
➤ Alternative means of compliance





Standardised implementation: the proposed system

- Rulemaking procedure
 - ★ Specific process for alternative AMCs
 - ★ To be approved by MB





Standardised implementation: the proposed system

➤ Advantages

- ★ **Flexibility**

- ★ **Transparency**

- ★ **Equal treatment and equal opportunities**

- ★ **Standardisation and harmonisation**



Standardised implementation: the proposed system

➤ Next steps:

- ★ Study and reply to comments to NPA 2008-22
- ★ Thematic meeting of AGNA / SSCC in September, to discuss changes to Rulemaking procedure

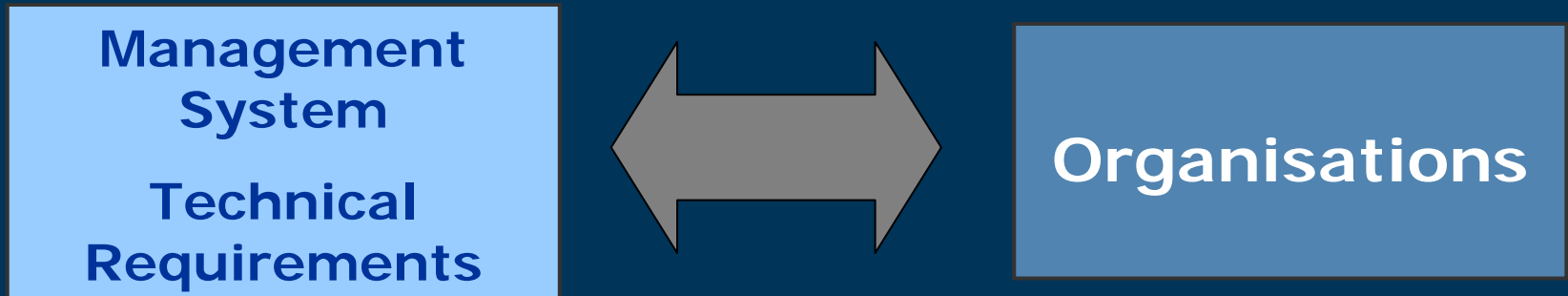


Organisation Requirements



NPA 2008-22c Organisation Requirements

- **Purpose, structure and contents**
 - ★ **Regulation dedicated to stipulate technical requirements for the certification, declaration or approval of organisations.**
 - ➔ e.g. approved training organisations, aeromedical centres and air operators.





NPA 2008-22c Organisation Requirements

- The EASA concept for the regulation of organisations
 - ★ Integrated
 - ★ Horizontal
 - ★ Designed for growth



NPA 2008-22c Organisation Requirements

★ Integrated

➔ **Covering all technical approval/certification requirements for organisations:**

- ➔ Safety management
- ➔ Organisational Structure and Accountabilities
- ➔ Compliance monitoring
- ➔ Contracting and purchasing
- ➔ Personnel
- ➔ Facility
- ➔ Record-keeping



NPA 2008-22c Organisation Requirements

★ Horizontal

- ➔ **Applicable to the different areas of the Agency's competences**
- ➔ Air Operations and Flight Crew Licensing, but expandable to Airworthiness, Aerodromes and ATM.



NPA 2008-22c Organisation Requirements

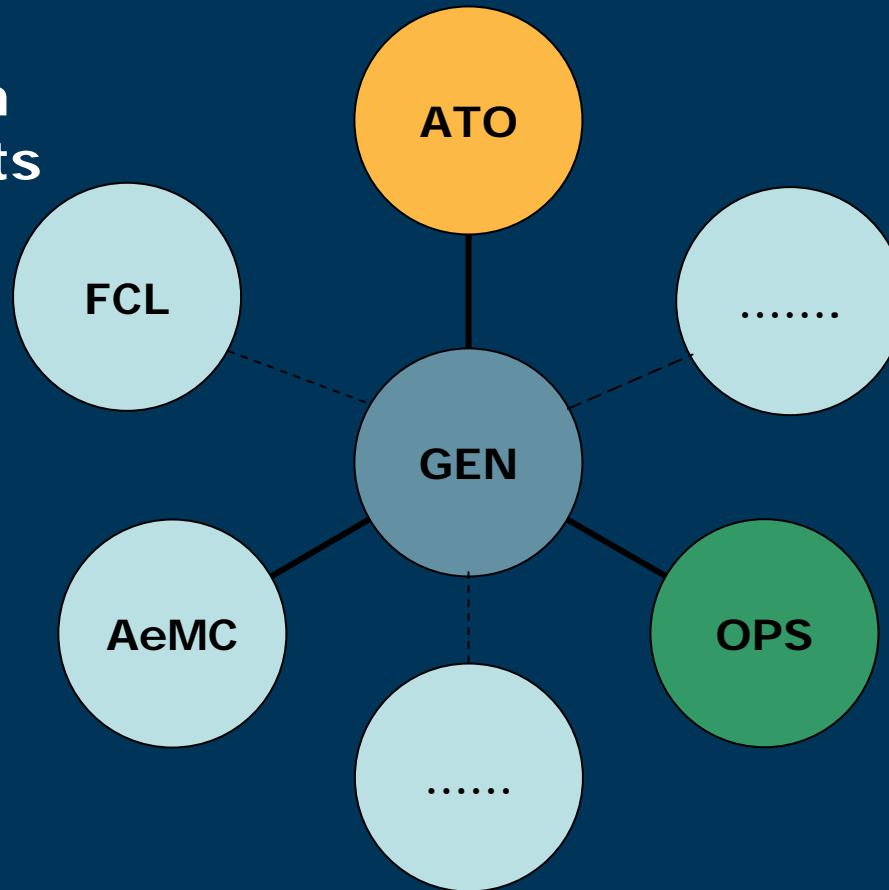
★ Designed for growth

- Regulation is designed in such a way that enables growth following the Agency's extension of responsibilities.



NPA 2008-22c Organisation Requirements

Part Organisation Requirements





Organisation Requirements General

- **Subpart GEN is applicable to all organisations**
 - ✧ Requirements of integrated management system consisting of:
 - ➔ Safety Management System
 - ➔ Compliance Monitoring System
 - ✧ **Objective:** to enable the organisation to fit all its different management systems into one (EASA only regulates safety)
 - ✧ Management system appropriate to the size, nature and complexity of the activities, and the hazards and associated risks inherent in these activities



Organisation Requirements Management system

- An organisation shall have a Management System with the following elements:
 - ✧ Safety policy
 - ✧ Hazard identification and Risk management
 - ✧ Accountability for safety on the part of senior management
 - ✧ Trained and competent personnel
 - ✧ Reporting system
 - ✧ Organisation manual
 - ✧ Compliance monitoring system



Organisation Requirements Management system

- The Management System shall correspond to:
 - ★ Size
 - ★ Nature
 - ★ Complexity of the activitiesand
 - ★ hazards
 - ★ Associated risks

**AMCs catering for organisations of a
different "size"**



Organisation Requirements General

➤ Subpart GEN also contains:

★ Other generic organisation requirements:

- Contracting or purchasing of services or products – responsibility of the contracting organisation
- Personnel requirements, e.g. accountable manager
- Facility requirements, e.g. appropriate for the tasks to be carried out
- Record-keeping



➤ III. Specific requirements for ATOs



NPA 2008-22c

Subpart ATO

➤ Structure

- ★ Section 1 - General
- ★ Section 2 - Additional requirements for ATOs providing training for licences and ratings other than the LPL, PPL, SPL and BPL.
- ★ Section 3 - Additional requirements for ATOs providing training in FSTDs and the Qualification of FSTDs
- ★ Section 4 - Additional requirements for ATOs providing specific types of training
 - » Chapter 1 - Distance learning courses
 - » Chapter 2 - Zero Flight Time Training
 - » Chapter 3 – MPL courses
 - » Chapter 4 – Flight testing qualification courses



Requirements for ATO

Subpart ATO – Section 1

➤ Subpart ATO

★ Section 1 – General

- Scope
- Definitions
- Legal entity and financial resources
- Personnel requirements
- Training programme
- Training aircraft and FSTDs
- Aerodromes
- Pre-requisites for training
- Training outside Member States
- Application
- Record keeping



Requirements for ATO Training programme

★ Training programme

- ➔ A training programme shall be developed for each type of course offered.
- ➔ In the case of type rating courses, the training programme shall be based on the training syllabus for the aircraft type as approved in accordance with Part-21.



Requirements for ATO

Subpart ATO – Section 2

➤ Subpart ATO

★ Section 2 - Additional requirements for ATOs providing training for licences and ratings other than the LPL, PPL, SPL and BPL.

- Establishes further details on:
 - Personnel requirements
 - Training programme
 - Training manual and operations manual
- Follows JAR-FCL 1 and 2 and the JIPs



Requirements for ATO Training manual

★ Training manual

- ➔ ATO shall establish and maintain a training manual and operations' manual containing information and instructions to enable staff to perform their duties and to give guidance to students on how to comply with course requirements
- ➔ ATO shall make available to staff and, where appropriate, to students the information contained in the training manual, the operations manual and the training organisation's approval documentation.



Requirements for ATO Training manual

★ Training manual (cont.)

- ➔ The training manual shall state the standards, objectives and training goals for each phase of training that the students are required to comply with and shall include the following parts:
 - ➔ Part 1 – Training Plan
 - ➔ Part 2 – Briefing and Air Exercises
 - ➔ Part 3 – Synthetic Flight Training
 - ➔ Part 4 – Theoretical Knowledge Instruction



Requirements for ATO Operations manual

★ Operations manual

- ➔ The operations manual shall provide relevant information to particular groups of staff, as flight instructors, synthetic flight instructors, ground instructors, operations and maintenance staff, and shall include general, technical, route and staff training information.
- ➔ The operations manual shall establish flight time limitation schemes for flight instructors, including the maximum flying hours, maximum flying duty hours and minimum rest time between instructional duties in accordance with Subpart OPS.



Requirements for ATO

Subpart ATO – Section 3

Contains:

- ★ **Requirements for the Organisation**

- ➔ Chapter 1 - Requirements for ATOs providing training in FSTDs

- ★ **Requirements related to the qualification of a FSTD**

- ➔ Chapter 2 - Requirements for the qualification of FSTDs



Requirements for ATO

Subpart ATO – Section 3

★ Requirements for the Organisation

➔ Chapter 1 - Requirements for ATOs providing training in FSTDs

- ➔ General
- ➔ FSTD qualification maintenance
- ➔ Modifications
- ➔ Installations
- ➔ Additional equipment



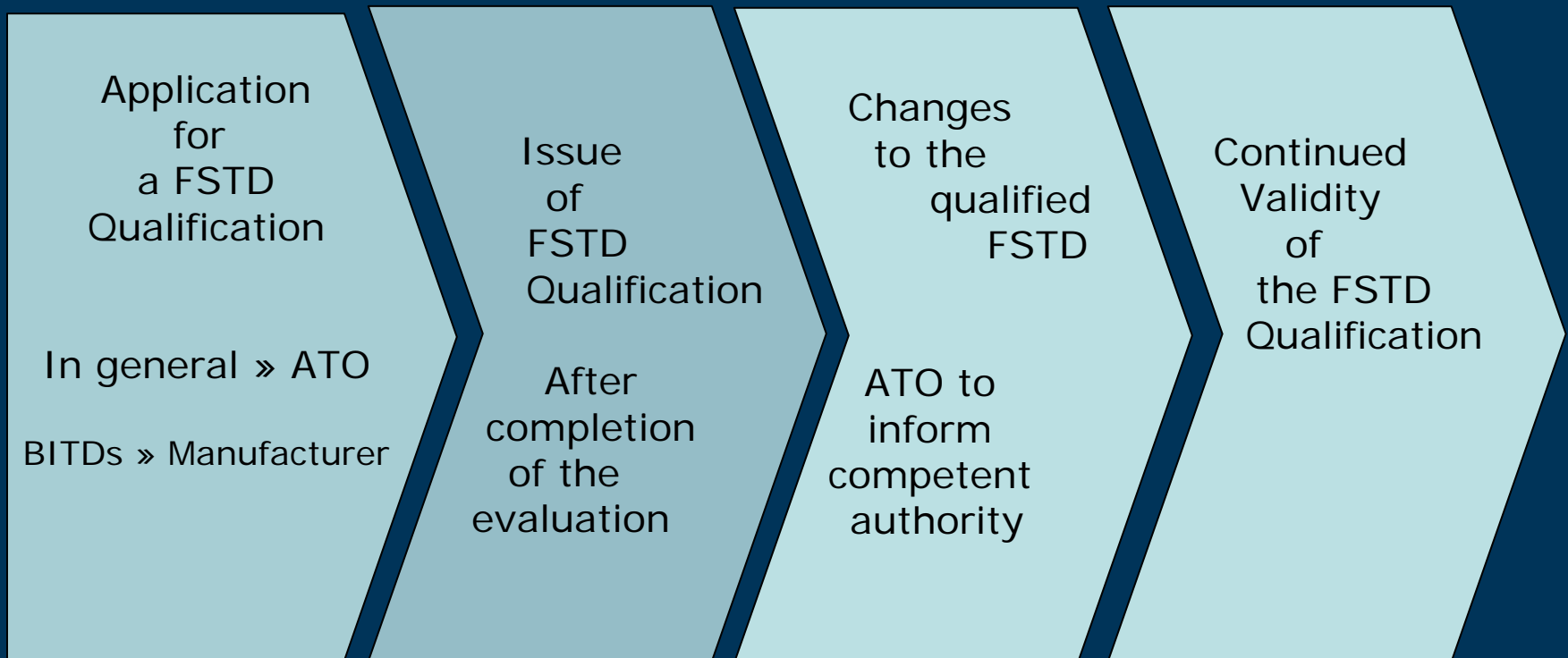
Requirements for ATO

Subpart ATO – Section 3

- ★ **Requirements for the qualification of a FSTD**
 - ➔ **Chapter 2 - Requirements for the qualification of FSTDs**
 - ➔ Application for FSTD qualification
 - ➔ Certification specifications for FSTDs
 - ➔ Qualification basis
 - ➔ Issue of an FSTD qualification
 - ➔ Interim FSTD Qualification
 - ➔ Duration and continued validity
 - ➔ Changes to the qualified FSTD
 - ➔ Transferability of an FSTD qualification



Requirements for ATO Application for an FSTD qualification





Requirements for ATO

Subpart ATO – Section 3

- ★ **Requirements related to the qualification of a FSTD**

- ➔ **Chapter 2 - Requirements for the qualification of FSTDs**

- ➔ **Certification specifications for FSTDs**

- » **CS-FSTD(A) and CS-FSTD(H)**



Requirements for ATO

Subpart ATO – Section 3

EASA proposals:

- ★ based on:
 - ➔ JAR-FSTD(A) and (H),
 - ➔ associated JIPs
- ★ Split between organisation and qualification requirements
- ★ **New:** introduction of continued validity concept for FSTD qualifications
- ★ transition measures will be part of the OR cover regulation.



Requirements for ATO

Subpart ATO – Section 4

➤ Subpart ATO

★ Section 4 - Additional requirements for ATOs providing specific types of training

➤ Chapter 1 - Distance learning courses

➤ Chapter 2 - Zero Flight Time Training

➤ Chapter 3 – MPL courses

➤ Chapter 4 – Flight testing qualification courses



AR / OR - Summary

- Total system approach
- System that is:
 - ★ Integrated
 - ★ Horizontal
 - ★ Designed for growth
- Streamlined processes based on pre-existing material (JARs in as much as possible)