

## FOREWORD

# European Aviation Safety Agency

By Patrick Goudou, Director General



The European Aviation Safety Agency is the centrepiece of the European Union's strategy for aviation safety. Our mission is to foster and provide efficiently the highest common standards of civil aviation safety and environmental protection in Europe and worldwide.

In 2002, the Basic Regulation 1592/2002 established Community competence for the regulation of the airworthiness and environmental compatibility of products. Since its creation, the Agency has therefore been developing and implementing common safety and environmental rules at the European level for an ever safer and cleaner civil aviation in Europe. To achieve this objective, the Agency has to:

- Draft aviation safety legislation and provide technical advice to the European Commission and the Member States;
- Monitor the uniform implementation of European aviation safety legislation in all Member States through inspections, training and standardisation programmes;
- Certify specific types of aircraft, engines or parts
- Approve aircraft design organisations world-wide; and production and maintenance organisations outside the EU;
- Coordinate the European Community programme SAFA (Safety Assessment of Foreign Aircraft) regarding the safety of foreign aircraft using Community airports;
- Perform data collection and analysis, as well as research to improve aviation safety.

Based in Cologne since 2004, EASA already employs more than 450 professionals coming from all Member States and will continue in the coming years to recruit highly qualified specialists and administrators, in order to consolidate its position as Europe's centre of excellence in aviation safety, and to provide the European aviation industry with common specifications, cost-efficient services and a single point of contact. To achieve this goal, EASA works hand in hand with the National Aviation Authorities, which continue to carry out many operational tasks, such as certification of individual aircraft or licensing of pilots. The Agency is also developing close working relationships with counterpart organisations across the world, with the view to harmonise standards and to promote best practices in aviation safety world-wide.

The scope of EASA's competence presented above has been extended to air operations, flight crew licensing and oversight of third country operators with the adoption of the new Basic Regulation 216/2008, which was published in February 2008. EASA is now actively developing the corresponding Implementing rules. Most of the NPA have been published and the corresponding opinions are expected to be adopted late 2010-early 2011. Once these rules will be adopted, the Agency will fully exercise its new responsibilities.

A second extension of EASA's competence is in preparation, which will include the responsibility of the safety regulation of airport operations and air traffic control services. The Opinion on aerodromes was published in December 2007, and the Opinion on ATM/ANS was issued in April 2008. The Commission submitted a legislative proposal to the Council and the Parliament in June 2008 covering both aerodromes and ATM/ANS. The related amendment to the Basic Regulation 216/2008 is to be published imminently.

## Unmanned Aircraft Systems

Turning to Unmanned Aircraft Systems, the Agency has been drafting a policy for their certification, as described in more details in a dedicated article of this Yearbook. Considering that the Agency has already received three applications for certification of UAS, this policy will be finalized before summer 2009.

EASA is not working in isolation on this subject and has already established useful contacts with ICAO, FAA, EUROCONTROL, TCCA, EUROCAE, NATO and the European Defence Agency.

More precisely, EASA participates in the ICAO study group recently created, and has agreed with FAA and TCCA to communicate about any activity they might initiate in the field of UAS. The work done on the safety levels of UAS is the most recent example of cooperation. As regards EUROCONTROL, EASA maintains regular contacts, be it in the context of general coordination or specific meetings, or through its participation in workshops. NATO is also considering inviting the Agency to its FINAS working group. Next, the Agency reports regularly to the EUROCAE working group WG-73. At this occasion, the WG-73 was asked to work on certain tasks identified in the Comment Response Document established by EASA after the A-NPA consultation and has been given the possibility to provide final inputs on the draft policy. The Agency has recently increased its participation in the working group. Finally, it is EASA's intention to build on the first contacts established with the European Defence Agency: Indeed, EDA is a member of the steering group of the EASA study on UAS communication.

National Aviation Authorities are not excluded from this cooperation. The Agency collaborates with them on issues relative to UAS with a maximum take-off mass below 150kg, for which Member States are competent, in order to exchange information and ensure consistency. Finally, this cooperation is not limited to Institutional partners. For example, the Agency participates regularly in events organised by UVS International and is most grateful for such invitations.

As a conclusion, I would like to re-iterate the Agency's interest in UAS and to ensure that we are willing to cooperate and contribute to the development of a comprehensive UAS regulatory framework, which is a key issue to allow a safe and successful development of this activity. Furthermore, the extension of EASA's scope will allow us to address in the medium term most of the issues related to UAS regulation.

