



EUROPEAN AVIATION SAFETY AGENCY
AGENCE EUROPÉENNE DE LA SÉCURITÉ AÉRIENNE
EUROPÄISCHE AGENTUR FÜR FLUGSICHERHEIT

EASA, últimos desarrollos y cooperación técnica

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Nuestro objetivo es su seguridad.
easa.europa.eu



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¿Qué es EASA?

- EASA es una agencia técnica de Unión Europea
- Tiene entidad legal propia, con autonomía administrativa, regulatoria y financiera
- Reglamento 216/2009: base legal del sistema EU-EASA
- Misión principal:
Establecer y mantener un alto nivel uniforme de seguridad de la aviación civil compatible con respeto al medio ambiente.
- Objetivos adicionales:
 - *Libre movimiento de bienes, personas y servicios*
 - *Procesos regulatorios eficientes*
 - *Implantación uniforme de los SARPS de la OACI*
 - *Promover la visión de la Unión Europea a nivel global*



La extensión de competencias

	EASA Regulation	Competence
Reglamento Base Inicial	Regulation (EEC) No 1592 / 2002	Airworthiness Environmental compatibility
Primera extensión	Regulation (EEC) No 216 / 2008	Flight Crew Licensing (FCL) Operation of Aircraft (OPS) Safety of foreign operators
Segunda extensión	amend. Regulation (EEC) No1108/ 2009	Aerodromes Air Traffic Management (ATM) Air Navigation Services (ANS)



Primera extensión

Esta extensión se refiere a:

- Operaciones (OPS), Licencias (FCL) y Operadores de Terceros Países (TCO)
- En línea con una aproximación de sistema total (Total System Approach) las nuevas regulaciones se organizan en:
 - Requisitos de la Autoridad
 - Requisitos de las Organizaciones
 - Requisitos Técnicos



Segunda Extensión

Se refiere a:



Provision de servicios ATM y ANS:

- » Requisitos de Provision de Servicios
- » Requisitos para las Autoridades Competentes
- » Licencias ATCO



Aerodromos:

- » Operador de Aerodromo
- » Vigilancia de la Seguridad
- » Requisitos Tecnicos



Cooperación Internacional

El transporte aéreo es una industria global y la seguridad operacional de la aviación no puede considerarse un asunto limitado a las fronteras de la Unión Europea (UE)

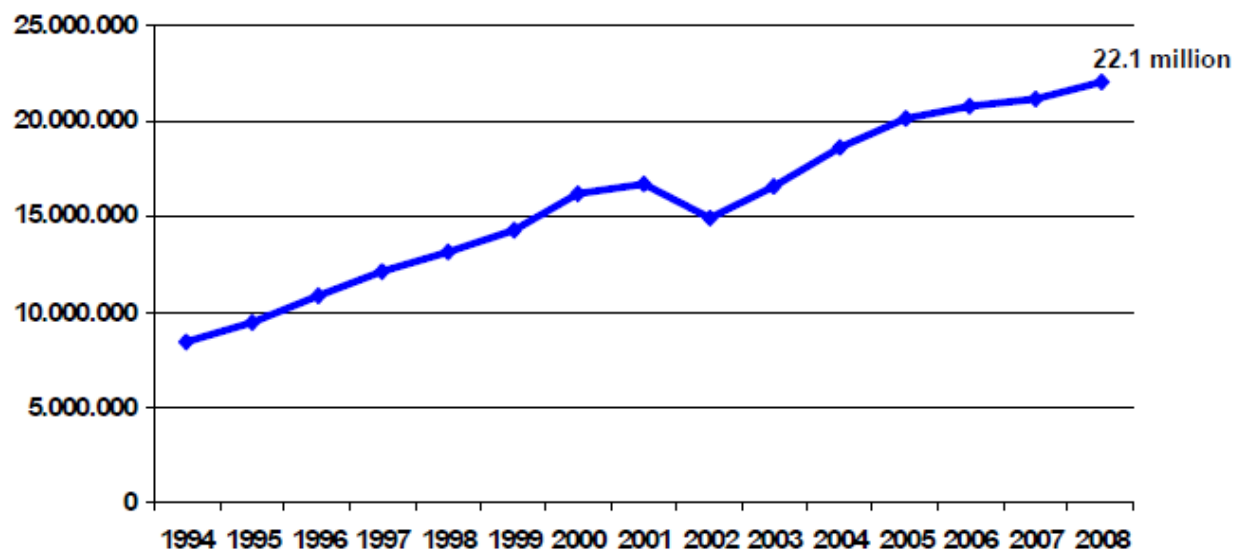
La UE promueve una seguridad operacional de la aviación de ámbito mundial para el beneficio de la población mundial y de los pasajeros europeos, que viajan por todas partes.





Algunas cifras

Pasajeros transportados UE-Latinoamérica



Fuente: Comisión Europea



Algunas cifras

Passenger Flows from EU-27 to selected other Regions in the first half of 2008

	million	change to 2007	share of total volume
Europe except EU	20,977	11.2%	32.0%
North America	14,125	4.3%	21.5%
North Africa	7,762	10.7%	11.8%
Far East	6,291	2.4%	9.6%
Near and Middle East	5,157	8.6%	7.9%
Rest of Africa	3,161	-1.3%	4.8%
Central America/Caribbean	2,845	4.2%	4.3%
South America	2,484	12.7%	3.8%
Indian Sub-Continent	1,945	7.8%	3.0%
Oceania	434	25.5%	0.7%
Asian Republics of the Ex-USSR	296	3.2%	0.5%

Fuente: Analysis of the European air transport market – Annual Report 2008, DLR Comisión Europea



¿Por qué la Cooperación Internacional?

- ✎ Requerido por el Reglamento Básico de la EASA
- ✎ La seguridad operacional más allá de las fronteras de la Unión Europea
- ✎ Para promover la visión europea y nuestras normas
- ✎ Para responder a:
 - Mandato de la Comisión Europea
 - Países que desean seguir nuestras regulaciones
 - Industria



¿Por qué la Cooperación Internacional?

Cómo la llevamos a la práctica

Considerando que EASA no dispone de los medios requeridos para afrontar la demanda de acciones de Cooperación Técnica que nos llegan, por esa razón tratamos de concentrar nuestras acciones en dos aspectos:

- La estrategia regional
- El EASA International Cooperation Forum



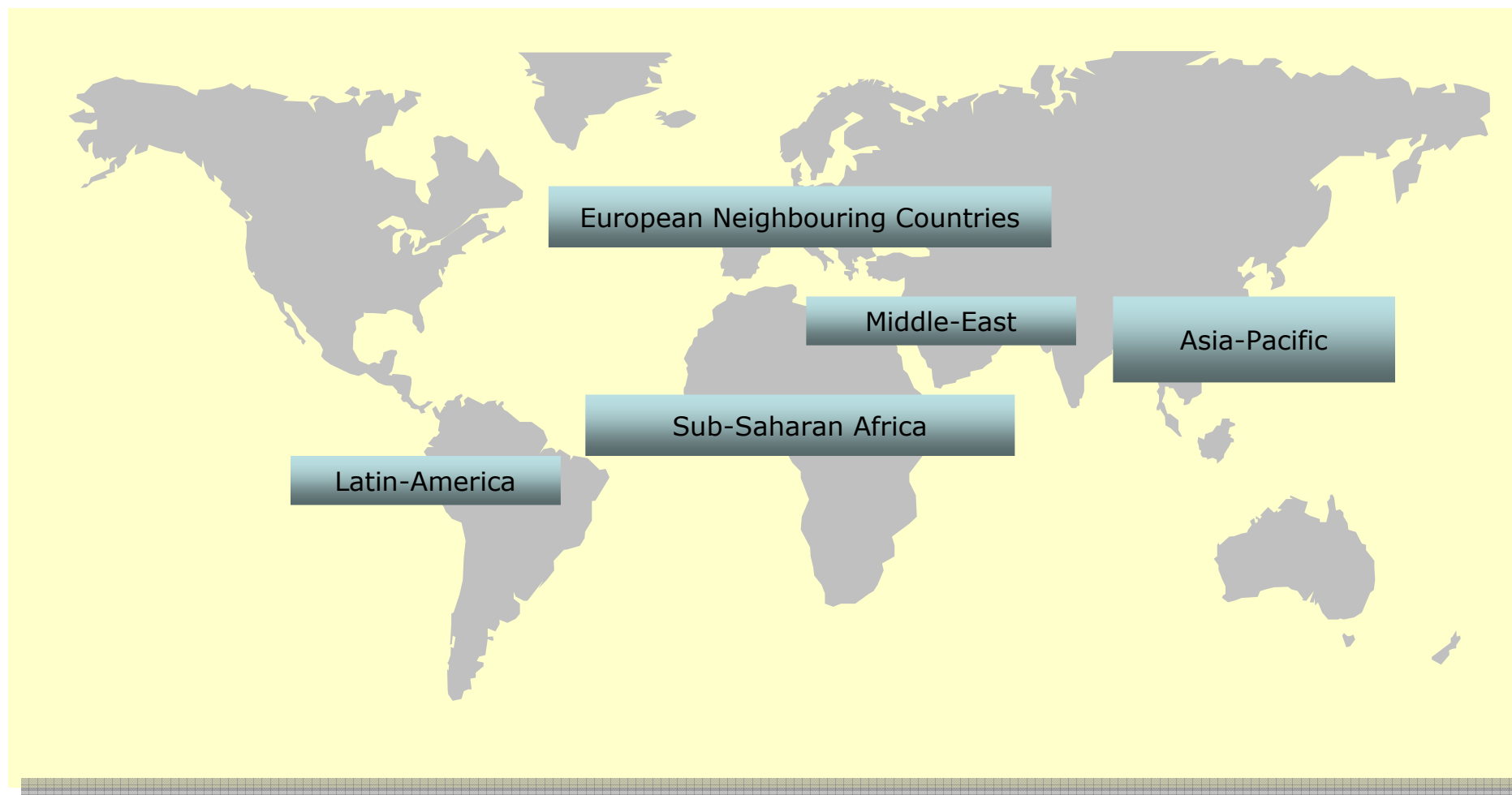
¿Por qué la Cooperación Internacional?

ACTIVIDADES TÍPICAS:

- Acciones de Formación
- Entrenamiento en el trabajo (OJT)
- Misiones cortas de expertos
- Invitación a actividades de formación en EASA
- Invitación a observadores para participar en misiones de estandarización
- Organización de eventos específicos (Talleres, visitas, sesiones de trabajo, etc.)



Qué hacemos y dónde





Qué hacemos y dónde

2º ICF en Dubai (EAU) 27-29 abril 2010

Más de 110 participantes

44 Autoridades/Organizaciones asistentes

Tres talleres

Una sesión informativa (ATM y Aeródromos)

Un Plan de Acción

EASA International Cooperation Forum

Tentative Follow-up Action Plan for 2010 and 2011

Action 1: Open a specialised community within SINAPSE for CAW

Objective:
To open specialised community on Continuing Airworthiness (CAW) in SINAPSE. This community will allow all ICF members to share their view on CAW rules implementations or interpretation. EASA will only provide the framework (SINAPSE) for that. Any concrete question or comment addressed to EASA can be channelled through International Cooperation Department.

Tentative Implementation Date:
End of 2010

Action 2: Posting of the European Commission Final Recommendation on ICAO State Letter on SINAPSE

Objective:
Post the consolidated European recommendation to ICAO State Letters coordinated by the European commission with the support of EASA on SINAPSE. This will allow the ICF community to have access to the European recommendation and use it as they see fit.

Tentative Implementation Date:
July 2010

Action 3: Workshop on Third Country Operators NPA

Objective:
Tentative publication of the Third Country Operator NPA is December 2010. The objective is to provide the ICF community with a dedicated workshop in order to explain the NPA to the ICF members so that they are in a better position to understand the functioning of these new regulations and provide comments to the NPA. The workshop will be organised around the date of the NPA publication.

Tentative Implementation Date:
Tentatively December 2010, subject to actual date of publication of the NPA.

Version 3, issued 28 June 2010



Action 1: Open a specialised community within SINAPSE for CAW

Objective:

To open specialized community on Airworthiness (CAW) in SINAPSE. This community will allow all ICF members to express their view on CAW rules implementations or interpretation. EASA will only provide support to the network (SINAPSE) for that. Any concrete question or comment addressed to EASA will be channelled through International Cooperation Department.



Tentative Implementation Date:

End of 2010

Action 2: Posting of the European Commission Final Recommendation on ICAO State Letter on SINAPSE

Objective:

Post the consolidated European recommendation on ICAO State Letters coordinated by the European commission with the support of SINAPSE. This will allow the ICF community to have access to the European Commission recommendation and use it as they see fit.



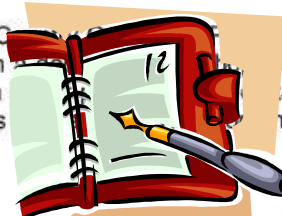
Tentative Implementation Date:

July 2010

Action 3: Workshop on Third Country Operators NPA

Objective:

Tentative publication of the Third Country Operators NPA in December 2010. The objective is to provide the ICF community with information in order to explain the NPA to the ICF members so that they are in a position to understand and the functioning of these new regulations and provide comments. The workshop will be organised around the date of the NPA publication.



Tentative Implementation Date:

Tentatively December 2010, subject to access to the NPA.



Action 4: Workshop on Ramp Inspections

Objective:

Organise a workshop on Ramp Inspections where EASA and the ICF community could share best practices and experiences (in terms of conduct of inspections).

The workshop will also aim at strengthening cooperation between the different Ramp Inspections programs.

Tentative Implementation Date:
Quarter 1 of 2011



from EASA and the ICF community to develop effective Ramp Inspections systems (analysis, follow-up, etc...).

cooperation between the different



Action 5: SAFA IT Support

Objective:

Several options were envisaged to provide support to the ICF community on the Ramp Inspections tool (database). Further discussions must be conducted to specify the exact needs of the ICF members. EASA will make specific messages on this issue at a later stage.

Tentative Implementation Date:
TBD

Action 6: Training Action on Part 66 / Part 147

Objective:

After some training activities on action on EASA Part 66 and Part 147, one in Central America and one in Middle East.

Implementation Date:
Q1 and Q2 of 2011



There is a clear desire to have a training action on EASA Part 66 and Part 147. We envisage two activities, one in Central America and one in Middle East. The first one is Basic Training on Part 66 and Part 147.

Action 7: CAW Coaching activity

Objective:

Two different kind actions are envisaged for the time being:

1. Provide seats as observer in EASA teams during EASA MOA inspections outside Europe.
2. Attaching a European expert (EASA or NAA) for a coaching session (accompanying audits) during a limited time in the ICF Member State.

Tentative Date:
TBD



Action 8: Training on Flight Operations Inspections

Objective:

The overall objective is to provide training on Flight Inspections as practiced in the EU.

The specific objectives are:

- (1) Refresh the participants on the applicable regulations, rules, procedures, AMC and GM, check-lists and "best practices" applied in Europe.
- (2) Learn how the flight inspections are conducted in close collaboration with EU NAAs. (National Aviation Authority)



All the participants will have a good knowledge of the EU regulations. The main objective of this training is to demonstrate how the rules are applied in Europe and not to lecture about the rules

Tentative Implementation Date:

October 2010

Action 9: Training on Cont'd Airworthiness inspections

Objective:

The overall objective is to provide training on Airworthiness Inspections as practiced in the EU.

The specific objectives are:

- (1) Refresh the participants on the applicable regulations, rules, procedures, AMC and GM, check-lists and "best practices" applied in Europe.
- (2) Learn how the airworthiness inspections are conducted in close collaboration with EU NAAs. (National Aviation Authority)



All the participants will have a good knowledge of the EU regulations. The main objective of this training is to demonstrate how the rules are applied in Europe and not to lecture about the rules

Tentative Date:

TBD, before end of 2010

Action 10: ATM/Airports informative session

Objective: To provide the ICF community appropriate information on second extension of EASA remit

Second extension of EASA Remit (Requirements on ANS provision, Safety oversight in ATM/ANS and ATCO Licensing) will be ready by the end of 2010. Accordingly a workshop with main partners will be organised.

Tentative Date:

Q1 or Q2 of 2011



Cooperación con el SRVSOP

- Participación en las reuniones de la Junta General
- Apoyo a la formación en inspecciones en rampa
- Formación OJT Inspector CAW



Curso IDISR (Rio de Janeiro, 23-27 Agosto 2010)





Formación OJT Inspector CAW (Frankfort, 30 Agosto – 10 Septiembre 2010)





Conclusiones

- Interés de la Comisión Europea y de la industria
- Pocas acciones hasta la fecha
- Aumento significativo de tráfico
- Continuar el apoyo a las iniciativas regionales
- Promover la presencia de EASA en otros foros
- Queremos que el SRVSOP participe en nuestras actividades



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**MUCHAS GRACIAS
POR SU ATENCIÓN
¿Preguntas?**



Nuestro objetivo es su seguridad.
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