



EASA Standardisation Annual Report 2015

How are we doing?

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Regulation 628/2013 article 23:

The Agency shall submit to the Commission, ... an annual report on:

- the continuous monitoring activities and
- the inspections carried out in the previous year

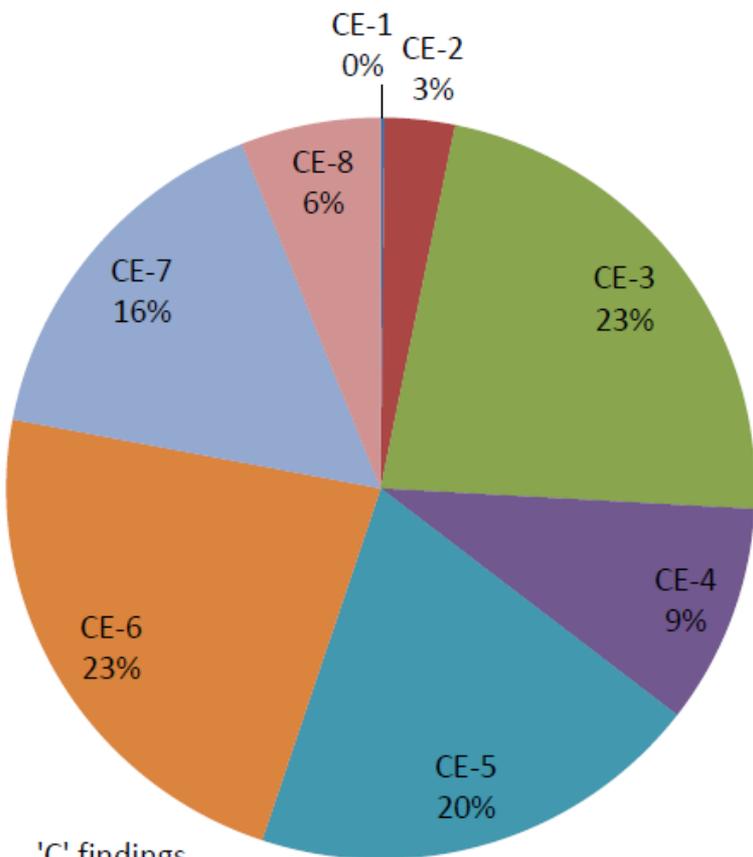
The report shall include:

- an analysis of the results of the activities and inspections, reflecting the NAA's safety oversight performance and
- recommendations for possible improvements

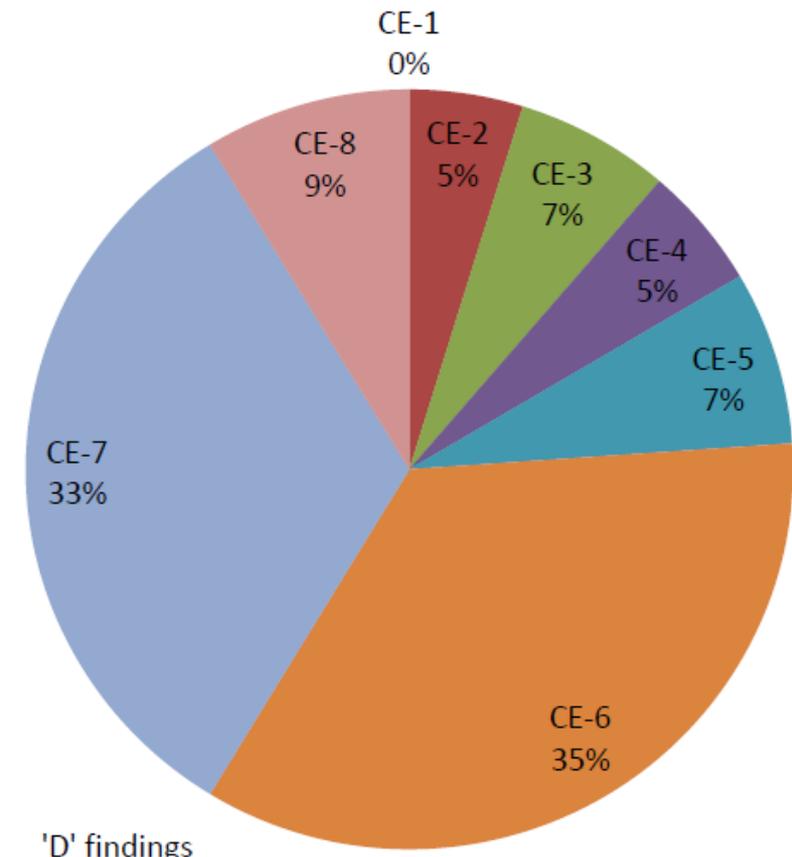
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- 99 standardisation inspections conducted
- 828 findings of which,
- 28% class 'D'





'C' findings



'D' findings

- CE-1
- CE-2
- CE-3
- CE-4
- CE-5
- CE-6
- CE-7
- CE-8

- CE 8 Safety Concerns
- CE 7 Surveillance
- CE 6 Certification
- CE 5 Tech Guidance
- CE 4 Tech Staff & Training
- CE 3 Organization
- CE 2 Regulations
- CE 1 Legislation

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majority of findings (55%) relate to:

- CE-6 (Licensing, certification, authorisation, approval obligations; 31%)
- CE-7 (Surveillance obligations; 24%),

these figures are stable over the last four years

weakest system elements appear to be:

- the lack of resources; specifically the shortage of qualified, experienced technical staff,
- procedures and
- effectiveness of the monitoring system; i.e. auditing, inspecting, correcting, continuous improving

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UNCs demonstrate that quality systems often are:

- not compliant and effective, and/or are
- not able to identify shortcomings and thus
- NAAs could/should **focus more on quality systems**
- leadership, vision, culture, HF, communication, cooperation and a learn-and-improve attitude are essential aspects of an effective quality systems,
- thus important for NAAs to **address above soft skills**

Outlook 2016:

EASA endeavours to improve standardisation, e.g.:

- Development of risk-based oversight guidance for use by NAAs in their oversight of organisations
- Identification of common core-competencies for inspectors
- Definition of domain-specific competencies for inspectors

The following findings illustrate the specific areas of concern in the initial approval process:

- Review of organisation expositions and procedures is not thorough enough
- It is not ensured that all requirements and AMC have been considered and complied with
- Insufficient evaluation of the quality systems of undertakings

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- The audit performance and control of findings by undertakings is poor and the independent audit of the monitoring process is often not ensured
 - Product audits and audits on location not performed or properly managed
 - Control of occurrences not adequate
 - Quality of expositions and procedures poor and insufficiently detailed
 - Procedures are not correctly applied
 - Competence, training and authorisation of staff not comprehensive and not properly managed
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EASA Works with standardisation of the MS through;

- Standardisation Meetings
- Standardisation Inspections (SI) of MS CA
- Training courses for inspectors from MS
- Participation of the industry and MS in WG
- Development of regulations for EU
- AMC and GM
- NPA
- Information to and from MS and industry
- Recruitment from the MS and the industry



The road is long and full of curves

AMC = Acceptable Means of Compliance
GM = Guidance Material
SI = Standardisation Inspection
MS = Member State
CA = Competent Authority
NPA = Notice of Proposed Amendment
WG = Working Groups

Rulemaking Process

The milestones of the Rules Development are:

- Terms of Reference (ToR) of the rulemaking task;
- Notice of Proposed Amendment (NPA), which contains the draft rule and the
- Regulatory Impact Assessment (RIA);
- the public consultation of the NPA; and
- the publication of the Decision and/or Opinion with the Comment Response Document (CRD),
- EASA Opinion
- ED Decision



Questions?
**Thank you for your
attention**

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