



EASA
European Aviation Safety Agency

The Role of EASA in the Safety Investigation

Safety Seminar at JIAAC - Buenos Aires, 10.11.2017

Mario Colavita
Safety Investigation & Reporting
Section Manager

Your safety is our mission.

An agency of the European Union 



Overview

- Strategic statements
- Facts and Figures
- EASA regulatory framework
- Role of the Agency
- EASA and Safety Investigation
- Remaining challenges



Strategic Statements

EASA Mission

- ❑ Our mission is to provide safe air travel for EU citizens in Europe and worldwide.
- ❑ Work with other international aviation organizations & regulators.

Strategic statements contained in the EASA Strategic Plan

- EASA ambition is to be the **foremost Aviation Safety Agency** in the world.
- The Agency works on **safety, in a proactive manner**, helped by an enhanced **safety analysis** capability.
- EASA system based on **partners working in an integrated, harmonised and coordinated** manner.
- The Agency builds on **committed, agile and talented staff. Rules** are **smart, proportionate** and contribute to the **competitiveness of the Industry**.
- The Agency will continue to be **independent** from political or economic influence in all its safety actions.

Ref.: 2017-2021 EASA Rulemaking and Safety Promotion Programme, including the European Plan for Aviation Safety (EPAS)



Facts and Figures

Established
2002

15 years
in operation

800+

aviation experts
& administrators

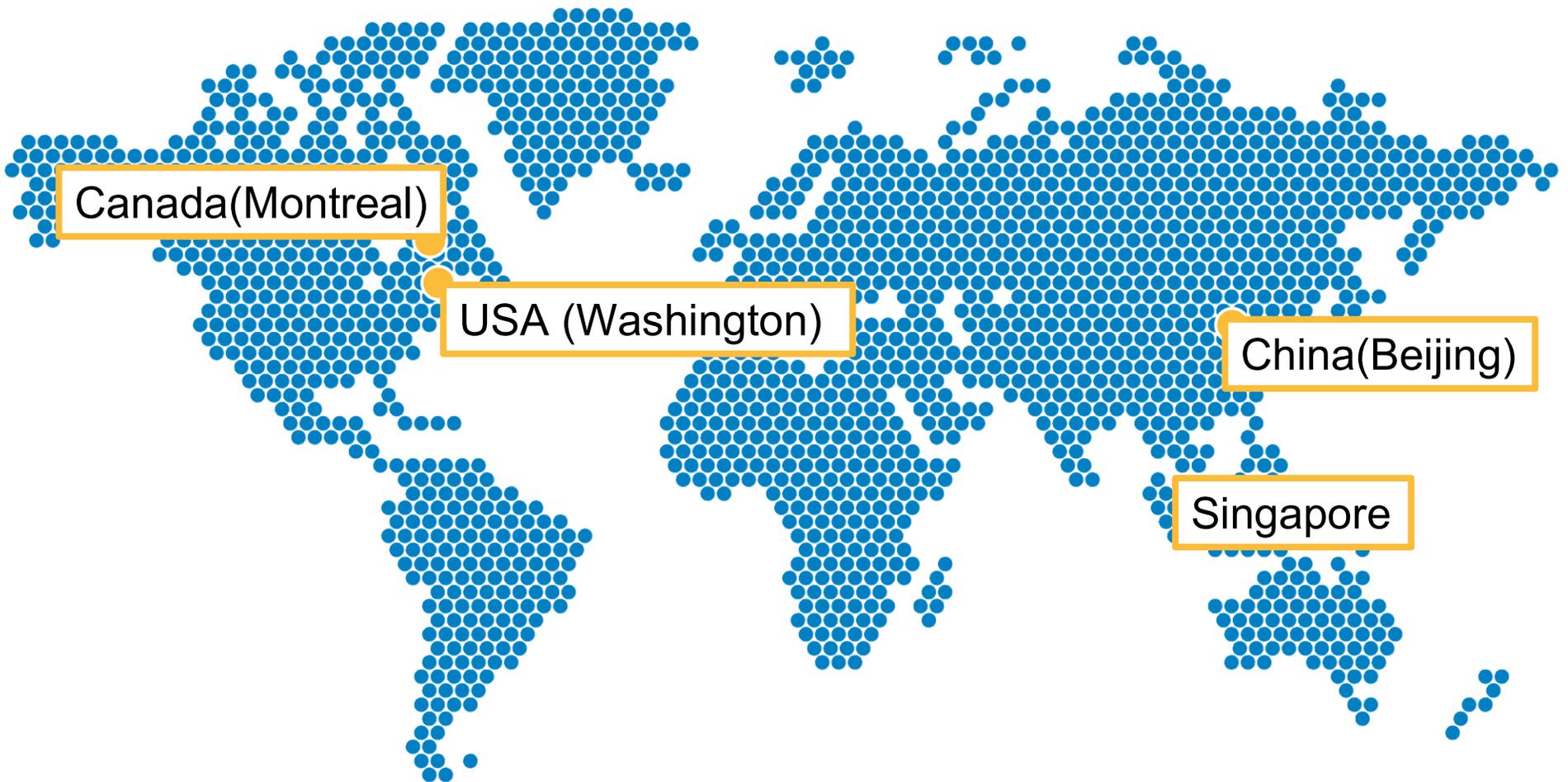


Headquarters in
Cologne
Office in
Brussels

32 EASA member states
= 28 + 4
EU + Switzerland, Norway
Iceland, Liechtenstein



4 International permanent representations





EASA Regulatory framework

Reg. (EC) No 216/2008 on common rules in the field of civil aviation:
EASA Basic Regulation

- ❑ One system - different actors – different roles
- ❑ Division of competences between:
 - EU (Council / Parliament / Commission)
 - European Aviation Safety Agency (EASA)
 - Member States (MS)





Role of the Agency

- ❑ EASA centrepiece of the EU Aviation Safety Framework based on a common total system approach
- ❑ EASA provides for harmonised safety standards in all aviation domains
- ❑ EASA remits as the safety regulator of global aviation covers:
 - Airworthiness
 - OPs
 - Licencing
 - SES (ATM / ANS)
 - Aerodromes





Inputs to EASA rulemaking

EASA has a monopoly on Rulemaking in a poly-centric complex environment and many contradicting conflicting interests



Large number of proposals from a wide variety of sources and all want to have priority in the RMP



EASA and Safety Investigation

EASA is invited to participate in a safety investigation as technical adviser

- where investigation are conducted within the EU:
as adviser to the IIC (Art. 8(1)(a))
- where investigation are conducted outside the EU:
as adviser to an Accredited Representative of a EU MS (Art. 8(1)(b))



EASA supports the safety investigation (authority)

- by supplying requested information, advisers and equipment to the safety investigation in charge (Art. 8 (3))
- by carefully protecting any information received (Art. 14 -16)

EASA will take corrective safety actions resulting from any safety investigation

- EASA takes immediate safety actions (e.g. issuing E-ADs acting as the CA, or determining corrective actions for the MS CAs)
- EASA considers implementation of **safety recommendations** (e.g. through issuance of ADs acting as CA, through determining corrective actions for the MS CAs, or through rulemaking)

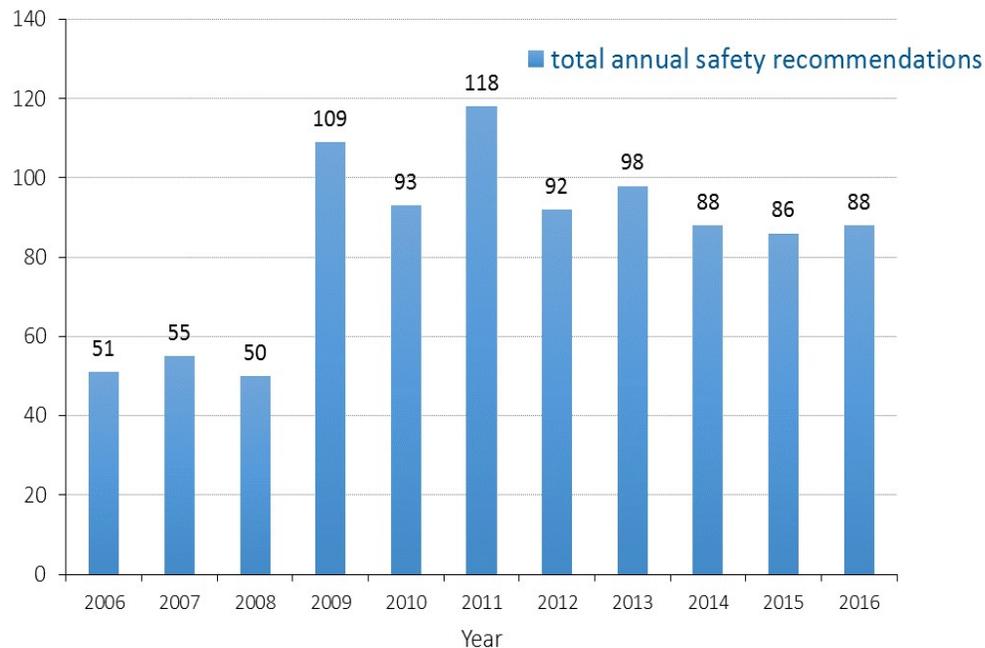


EASA is the main addressee of SRs in EU

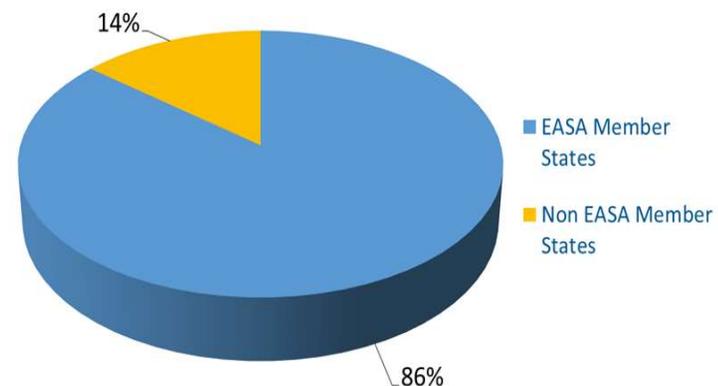
- Follow-up of SRs in EU MS is established by Reg. (EU) 996/2010, Art. 18
- In accordance with it, EASA gives highest priority on follow-up of SRs
 - First response within 90 days (*internal KPI at 95%*)
 - Continuous internal monitoring until closure
 - Robust process of received response assessments
 - SRs of interest but not addressed to the Agency are also monitored



EASA and Safety Investigation



In 2016, 88 SRs addressed by 18 SIAs

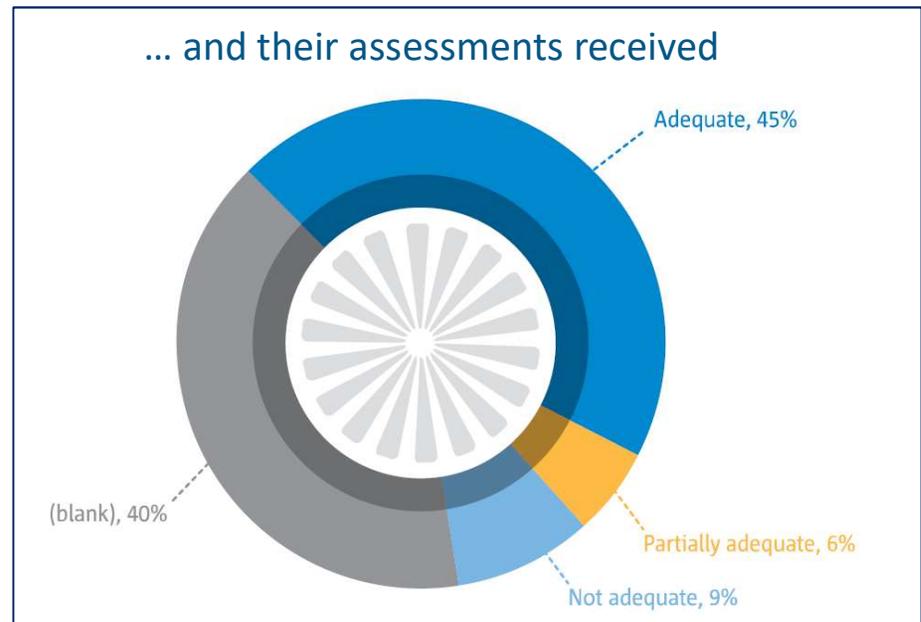
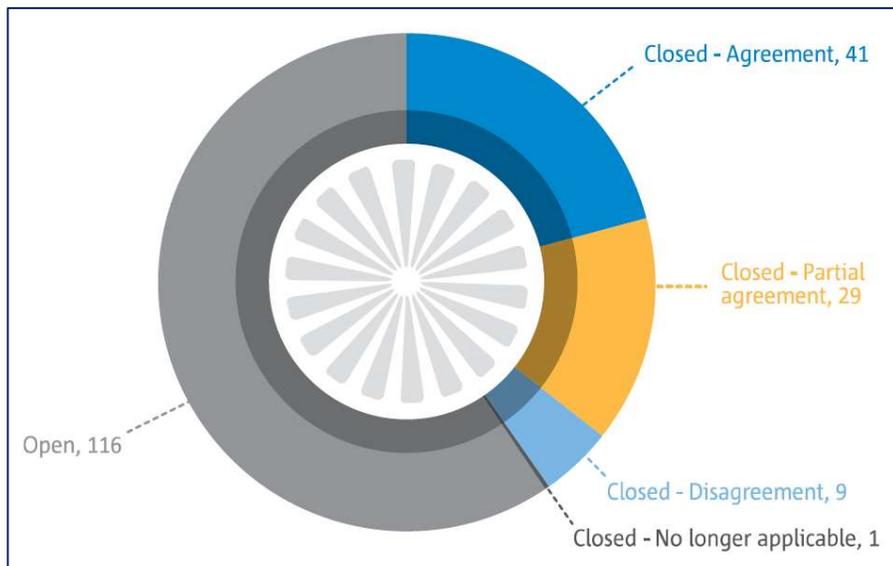


- 40 SRs classified as *“of Union Wide Relevance”* (SRUR)
- 20 SRs classified as *“of Global Concern”* (SRGC)



EASA and Safety Investigation

In 2016, the Agency provided 196 replies to SRs



More information can be found on the Annual Safety Recommendations Review issued by the Agency (around May). Here following the link for the last document:

https://www.easa.europa.eu/system/files/dfu/213755_EASA_ANNUAL_SAFETY_RECOMMENDATIONS_2016.pdf



EU Safety Investigation Regulation and JUST CULTURE

Status of Investigators

The Investigator-In-Charge shall have:

- The authority to take the necessary measures to satisfy the requirements of the safety investigation
- Immediate unhampered access to the site
- Control of the removal of the debris
- Access and control of the flight data recorders
- Access to results of autopsy and tests of samples
- Access to records held by the operator, manufacturer, CAA, EASA, etc



EU Safety Investigation Regulation and JUST CULTURE

EU Definition of ‘Just Culture’

Commission Regulation (EU) No. 691/2010 of 29 July 2010, Official Journal of the European Union, Brussels, L2013, 2010

Just Culture is recognized by law

“Means a culture in which front line operators or others are not punished for actions, omissions or decisions taken by them that are commensurate with their experience and training, but where gross negligence, willful violations and destructive acts are not tolerated.”



EU Safety Investigation Regulation and JUST CULTURE

Protection of Information

The administration of justice or the authority competent to decide on the disclosure of records according to national law may decide that the benefits of the disclosure of the records....for any other purpose permitted by law outweigh the adverse domestic and international impact that such action may have on any future safety investigation.





EU Safety Investigation Regulation and JUST CULTURE

Principles

- Sole objective of the EU Regulation:
Accident and Incident Prevention
- Not apportioning blame or liability
- MS to set up mandatory occurrence reporting system
- Occurrences to be stored in a data base and exchanged with all other MS
- ECCAIRS & ECR – European Central Repository
- MS to set up voluntary reporting system
- Just Culture elements



PREVENTING AIRCRAFT ACCIDENTS THROUGH **JUST CULTURE REGULATION (EU) 996/2010 and 376/2014 – A BETTER USE OF INVESTIGATION REPORTS AND OCCURRENCES TO IMPROVE AVIATION SAFETY**

- Regulation 996/2010 and 376/2014, which are in force in EU MS, creates a comprehensive legal framework, across all aviation domains, aiming at preventing accidents through analyzing the trends from investigation reporting system, analysis and follow-up of occurrences in civil aviation.
- In the Regulation an “occurrence” is defined as *“any safety-related event which endangers or which, if not corrected or addressed, could endanger an aircraft, its occupants or any other person and includes in particular an accident or serious incident”*.



Adopted by the Agency as a Strategic statement goal

- These Regulation are a core element of the European aviation safety system, which aims to shift Europe towards a more proactive and evidence-based safety system, i.e. a system that attempts to ***foresee*** and ***prevent accidents*** based on the ***collection and analysis of data***, rather than simply reacting after accidents



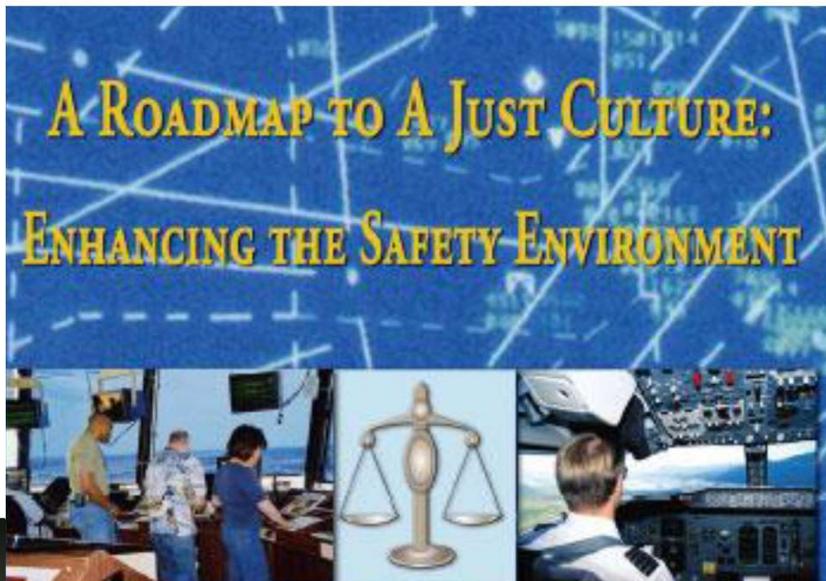
Evolution of the '*Just Culture*' concept

EU Regulation accompanies this evolution of the safety system and furthermore strengthens the '*Just Culture*' related provisions.

Indeed, the changes introduced in the Regulation 996/2010 and 376/2014 are substantial and are going much further than a simple definition of '*Just Culture*' principles

EASA sponsors that in the European legislation, the '*Just Culture*' principles are translated into concrete legal provisions which aim at ensuring their effective implementation.

In addition, it shifts the focus towards the protection of aviation professionals in their daily working environment whereas in the past '*Just Culture*' was mainly seen from the perspective of interaction with the judicial environment.



Different perspective

EU Regulation 996/2010

- The civil aviation system should equally promote a non-punitive environment facilitating the spontaneous reporting of occurrences and thereby advancing the principle of *'just culture'*





The Agency role in the field of Investigation support should continue to increase its focus concerning its main mission “AVIATION SAFETY”

- ✈ To follow the progress of aircraft accidents and incidents investigations
- ✈ to be represented in investigations and deliver technical expertise whenever needed
- ✈ to achieve the processing of Safety Recommendations addressed to the Agency and monitor its follow-up
- ✈ to provide progress reports and statistics on the Safety Recommendations processing
- ✈ to maintain a working coordination with European Accident Investigation Bodies,
- ✈ to be aware of safety deficiencies and disseminate related information for establishing corrective actions.



Remaining challenges – the way forward



The success of the regulation in force and its ability to improve aviation safety will require a collective effort of all stakeholders: PILOTS and OPERATORS, Safety analysts and CAA, staff and employers organizations, **the EU and EASA** with enhanced supervision.

The legal framework exists but there are many challenges ahead to ensure it fully meets its objectives and this will only be possible with the involvement and commitment of those who work at preventing aircraft accidents for safely transporting thousands of European citizens through the air every day.



EASA

European Aviation Safety Agency

OUR TAKE ON THE
UPDATED REGULATIONS



Your safety is our mission.

An agency of the European Union 