



aerodays2015

Aviation in Europe – Innovating for Growth

The 7th European Aeronautics Days



L O N D O N



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EASA at a glance





Facts and figures

Established
2002

10 years+
in operation

750

aviation experts
& administrators



Headquarters in
Cologne
Office in
Brussels

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



Mission



Ensure a uniform **high level of safety protection** for EU citizens



Ensure a uniform **high level of environmental protection**



Single regulatory and certification process



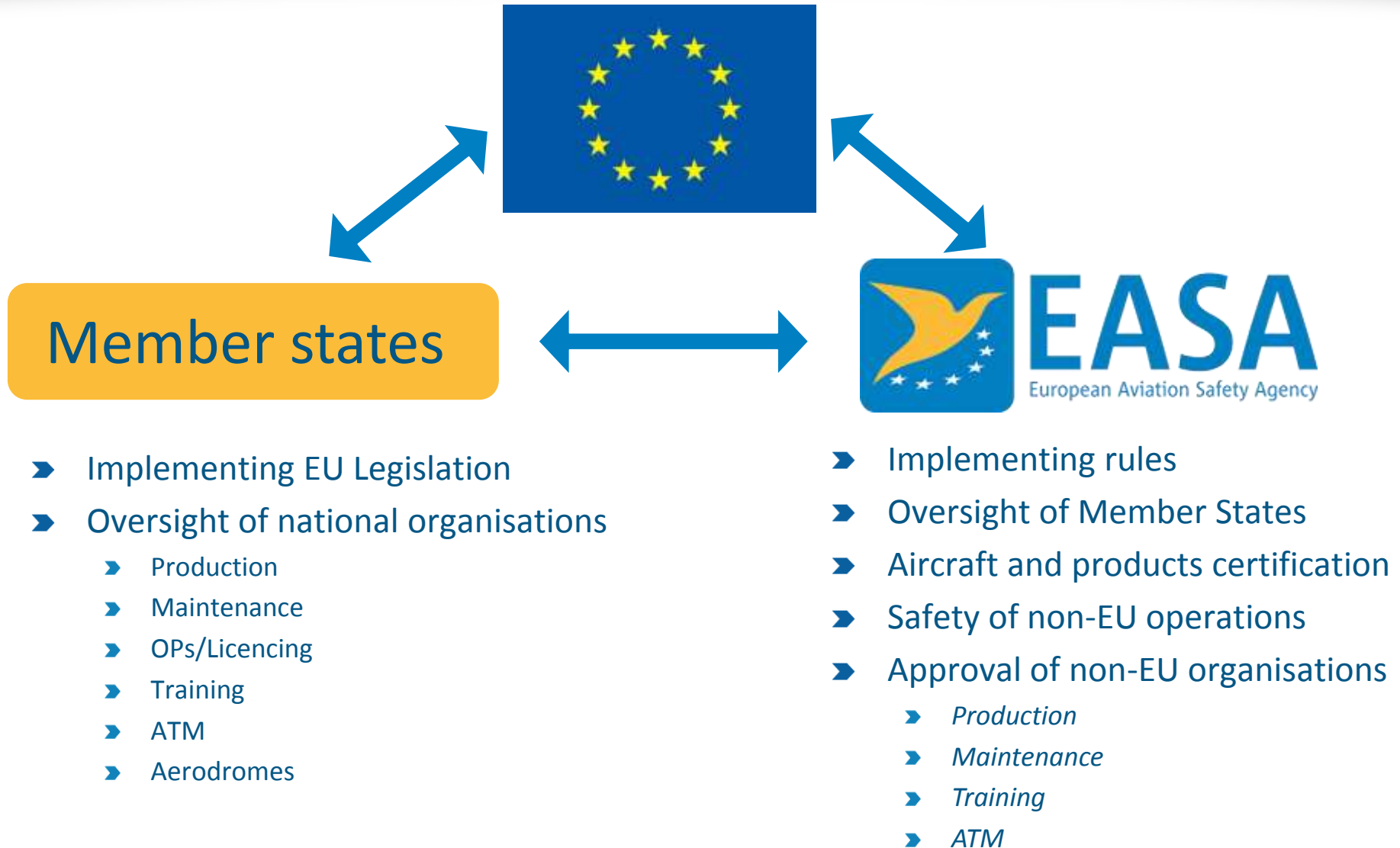
Reinforce the **internal single aviation market** & create a **level playing field** for European industry



Work with other international aviation organisations, regulators, accident investigators, inspectors, etc



Partnership with EU Member States





EASA Safety Regulator

Safety significantly affects all aviation domains:

Total System Approach

Airworthiness

**Operations
& FCL**

**3rd Country
Operations**

Aerodromes

ATM/ANS



The Situation – from EASA Perspective

- EASA's mandate in current Basic Regulation:
 - ❑ The Agency may develop and finance research in the field of its competence,
 - ❑ The Agency shall coordinate its research activities,
 - ❑ The results of research shall be published
 - ❑) “ ... Commission and EASA ... shall take into account the latest scientific and technical evidence“
- Agency's research priorities are set by the EASp
- A-NPA 2014-12 revision of Basic Regulation
 - ❑ Stakeholders support strengthened EASA role in research coordination



The Situation – from EASA Perspective

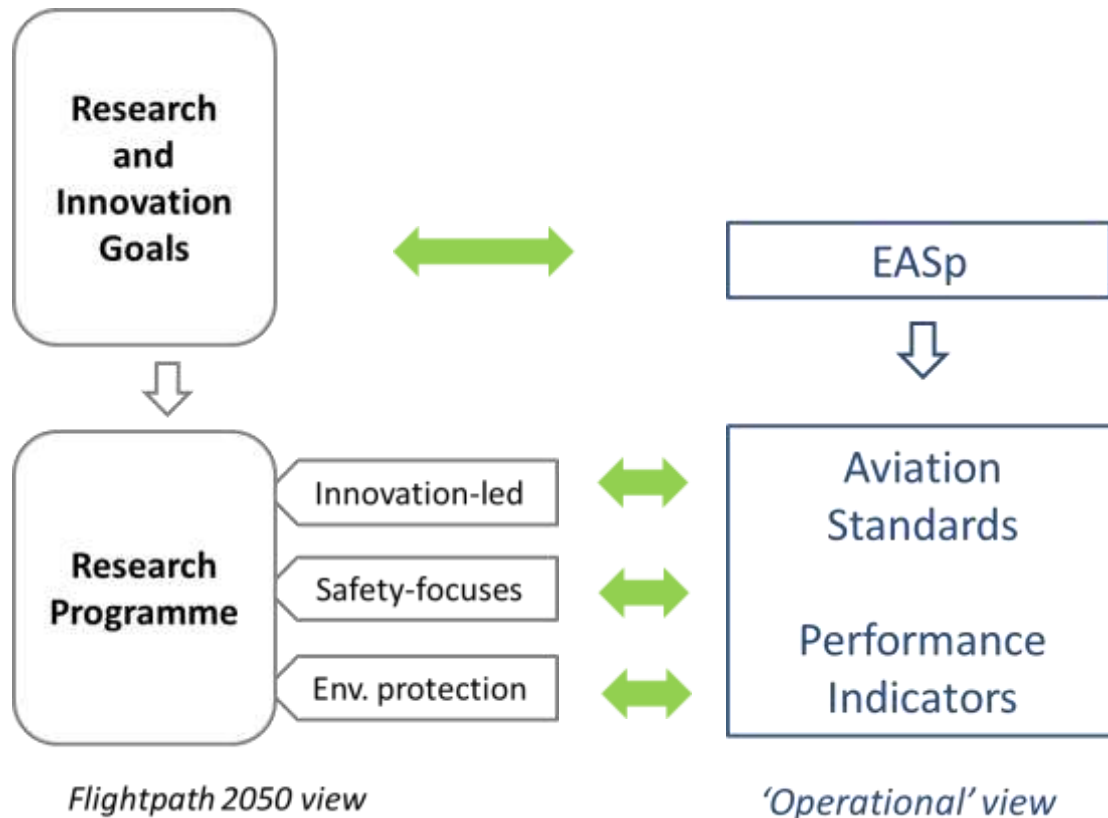
EU Research activities for Aviation:

- Fragmented : multiple projects – initiatives – levels (EU, national, industry)
- Low reactivity to ‘burning’ issues
- Low visibility of achievements
- Difficult to follow-up and to deploy
- Comparison with US
 - ❑ More resources: EASA: 500 kEuro versus FAA: 95 MEuro
 - ❑ More flexible



Key Elements for EU Aviation Research

Develop an effective EU Aviation Research policy and associated programme



Portfolios

- Balancing long-term and short term needs
- Adequate funding level required
- EASA on board !



Key Elements for EU Research

Develop coordinated actions in Safety and Environmental Protection





Engagement with Stakeholders

- Limited EU resources dedicated to safety and environmental protection research:
 - ❑ Shall be focused on “doing the right research”
 - ❑ Cohesive actions shall be planned and monitored to provide the “right output” to aviation stakeholders
- Constitution of a coordination framework
 - ❑ Networking actions involving manufacturers, operators, research organisations, universities, national aviation authorities and the European Commission
 - ❑ Build on existing mechanisms, e.g. ACARE, SESAR and Clean Sky Joint Undertakings



Support to research

- Reducing time to market through support to innovation early enough in the process.
 - ❑ Prepare evolution of regulations
 - ❑ Prepare evolution of standards
 - ❑ Prepare evolution of regulatory practices
 - ❑ Prepare deployment



Key Elements for EU Research

Specific research

- Getting ready for the global context: Enhancement of global safety and environmental protection centred research to allow Europe to take a leading role.

Urgent research

- EU needs to be able to react swiftly to urgent safety needs in light of air transport accidents, incidents or crisis.



Actions under Development

- Financing of the activity
- Strengthen the Research Coordination
 - Priority setting and allocation of funding made consistent, involving key Stakeholders.
 - Efficient working processes
- Develop the new 'tools' for research
 - 'Fast action' projects – Possible framework contract
 - Specific research – Research requests to the Commission
 - Participation in existing programmes – EASA involvement specified in the calls



- Research areas of outstanding relevance
 - Lithium Batteries
 - Cabin air quality
 - Flight time limitation
 - Remotely piloted aircraft systems
- EASA approach for Horizon 2020 work progr.
 - Operational safety issues, e.g. loss of control in flight
 - Changes to standards, e.g. composite materials, cyber sec.
 - Systematic issues, e.g. big data analysis for safety
 - Human factors issues
 - Emerging safety issues



EASA
European Aviation Safety Agency

QUESTIONS ?

Your safety is our mission.

An agency of the European Union 