

The role of EASA in ENCASIA

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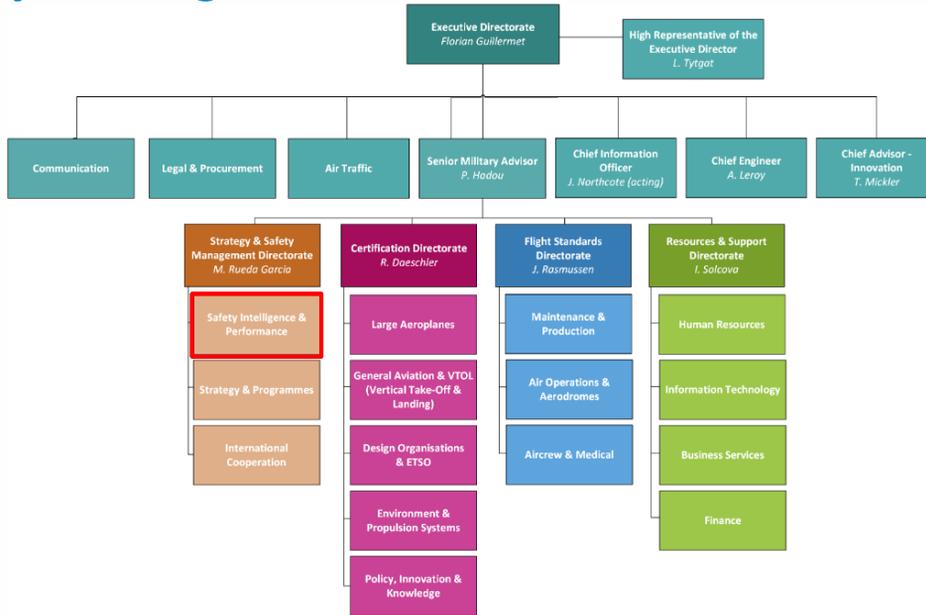
1

Summary

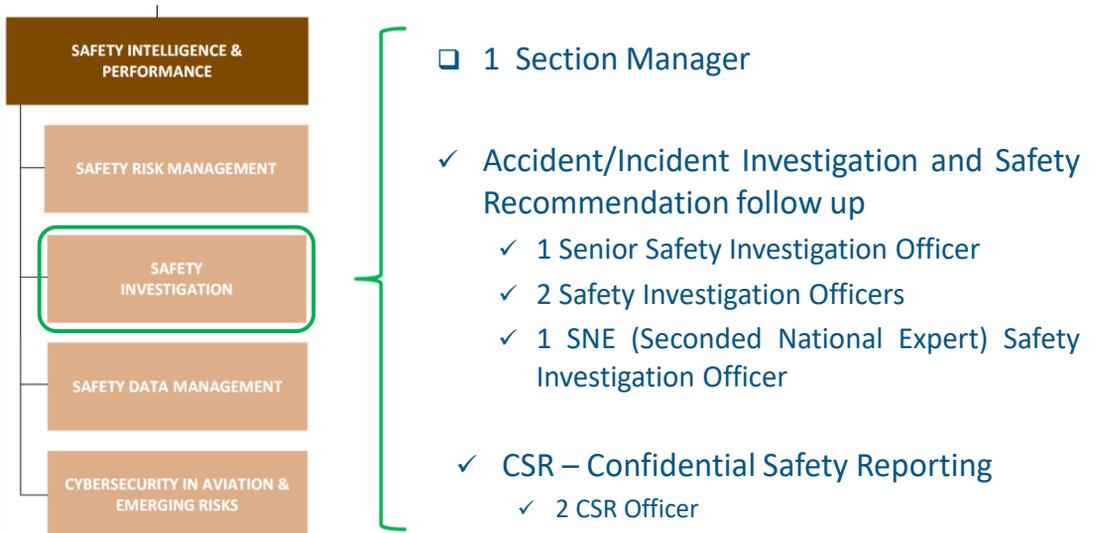
- Safety Investigation Section
- The objectives of the EU Reg Nr 996/2010
- Safety Investigations - Participation of EASA
- Examples
- ENCASIA

2

Safety investigation Section



Safety Investigation Section



Safety Investigation Section

- EU Reg. Nr. 996/2010 on the investigation and prevention of acc. and incidents in civil aviation



5

The objectives of the EU Reg Nr 996/2010

- The Regulation **applies** to safety investigations into accidents and serious incidents which occur:
 - ❑ in territories of an EU Member State;
 - ❑ outside the territory of Member States and involving Member State registered or operated aircraft; or
 - ❑ in territories where an EU Member State (MS) may appoint a representative or has a special interest by virtue of, for example, fatalities to its citizens.
- The Regulation **does not apply** to safety investigations into accidents and serious incidents which involve aircraft engaged in military, customs, police or similar services

6

The objectives of the EU Reg Nr 996/2010

- All accidents and serious incidents in civil aviation must be subject of a safety investigation (art. 5.1).....
-other than aircraft specified in Annex I to the Reg. (EU) Nr. 2018/1139:
 - ❑ Historical aircraft;
 - ❑ Aircraft built by “amateur”;
 - ❑ “Ultra Light” aircraft (i.e. with MTOM less than 450 kg for two-seater);
 - ❑



The responsibility for accident investigation remains with the EU Member States.



7

Safety Investigations - Participation of EASA

- Whereas (9):
 - ❑ *EASA carries out on behalf of the Member States the functions and tasks of the State of Design, Manufacture and Registry when related to design approval, as specified in the Chicago Convention and its Annexes. Therefore EASA, in accordance with Annex 13 to the Chicago Convention, should be invited to participate in a safety investigation in order to contribute, within the scope of its competence, to its efficiency and to ensure the safety of aircraft design, without affecting the independent status of the investigation. National civil aviation authorities should be similarly invited to participate in safety investigations.*



8

Safety Investigations - Participation of EASA

- Art 8, EU Reg. 996/2010 states that Safety investigation authorities shall, provided that the requirement of no conflict of interest is satisfied, invite EASA to appoint a representative to participate:

❑ as an adviser to the investigator-in-charge in any safety investigation conducted by an EU Safety Investigation Authority;

❑ as an adviser appointed under this Regulation to assist accredited representative(s) of the Member States in any safety investigation conducted in a third country to which an EU safety investigation authority is invited to designate an accredited representative.



EASA acts as Technical Adviser (ICAO definition)

9

Safety Investigations - Participation of EASA

EU Type Certificate Holders:



and others...



10

10

Example: EASA participation requested by non-EU Country

- Accident on B737 MAX, 10/03/2019:
 - ❑ At the beginning of the investigation, no EU SIAs was involved within the investigation led by Ethiopian SIA (AAIB);
 - ❑ EASA had no rights as per EU Reg 996/2010 to participate to the investigation;
 - ❑ EASA received a request to participate into the investigation process as per Annex 13

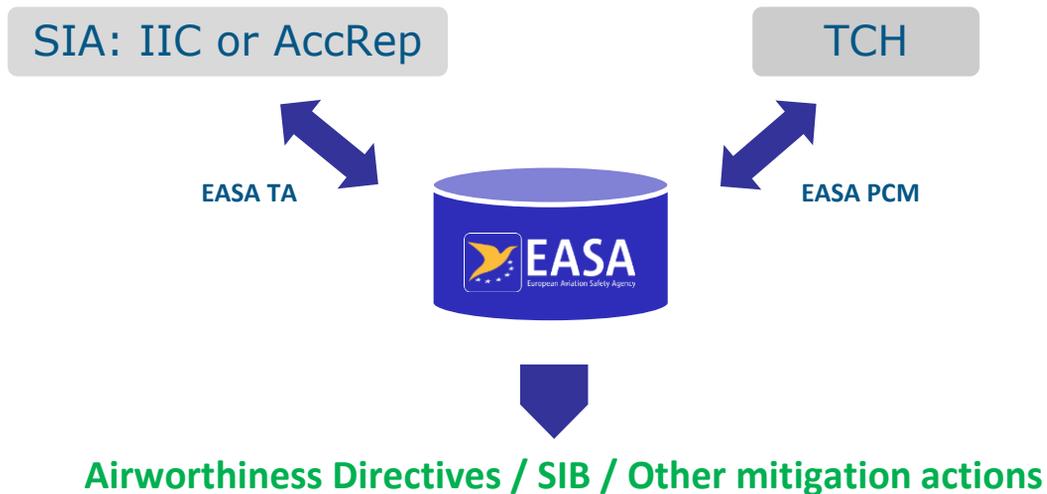


<p>RESPONSIBILITY OF THE STATE CONDUCTING THE INVESTIGATION</p> <p><i>Note.— Nothing in the following provisions is intended to preclude the State conducting the investigation from calling upon the best technical expertise from any source.</i></p>	<p>ENTITLEMENT OF ACCREDITED REPRESENTATIVES</p> <p>Advisers</p> <p>5.24 A State entitled to appoint an accredited representative shall also be entitled to appoint one or more advisers to assist the accredited representative in the investigation.</p> <p><i>Note 1.— Nothing in the above provisions is intended to preclude a State participating in an investigation from calling upon the best technical experts from any source and appointing such experts as advisers to its accredited representative.</i></p>
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Annex 13

Example: Mitigation actions during the investigation



ENCASIA

- Art. 7.1: Member States shall ensure that their safety investigation authorities establish between them a European Network of Civil Aviation Safety Investigation Authorities - ENCASIA [omissis].
 - ❑ Not an Agency;
 - ❑ Seek to further improve the quality of investigations value by a stronger cooperation between MS (sharing of good practices and resources, peer reviews, investigator training, etc.);
 - ❑ EASA takes part as an observer;
 - ❑ Assists European Institutions on all aspects of development of policies and rules relating to safety investigations and the prevention of accidents and incidents;
 - ❑ ENCASIA is composed of the heads of the SIA in each of the MS and/or, in the case of a multimodal authority, the head of its aviation branch, or their representatives.



13

ENCASIA

- Main ongoing activities:
 - ✓ **WG 1 – Management of Communication**
 - The website is hosted by the EC and can be accessed at: https://transport.ec.europa.eu/transport-modes/air/about-encasia-network_en or <http://www.encasia.eu>.
 - ✓ **WG 2 – Cooperation (and best/good practices of investigation in Europe)**
 - ✓ **WG 3 – ENCASIA Mutual Support System (EMSS)**
 - ✓ **WG 4 – Planning and Resources**
 - ✓ **WG 5 – Peer Reviews**
 - ✓ **WG 6 – Safety Recommendations**
 - ✓ **WG 7 – ICAO matters**



14

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➤ EASA active participation:

✓ **WG 2 – Cooperation (and best/good practices of investigation in Europe)**

- Drafting of best/good practices about the coordination between SIAs and EASA (IIC/AccRep and EASA Technical Advisor).

✓ **WG 6 – Safety Recommendations**

- Drafting guidelines on the use of SRIS2.
- Analysis/Tests on the use of ECCAIRS2 for direct notification “SIA to SIA” and “SIA to EASA”.
- ECCAIRS2/SRIS2 software development.
- Training on the use of SRIS2 (and ECCAIRS2 about the notification functions).



15

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➤ EASA active participation:

✓ **WG 7 – ICAO matters**



- Distribution of ICAO SL among the WG7 members (Annex 13).
- Collections of feedback and drafting of a letter related to the ENCASIA position.
- Distribution of the ENCASIA position among the ENCASIA members for further distribution to the EU MB States.

The responsibility to reply to ICAO on the SL content remains up to the EU Member States



16



European Union Aviation Safety Agency



European Union Aviation Safety Agency

ANNUAL SAFETY RECOMMENDATIONS REVIEW 2023

Strategy & Safety Management Directorate
Safety Intelligence & Performance Department



Thank you!

Questions?

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17

SM1.2 – Highlights and challenges

- ❑ International projects:
 - ❑ ICAO USOAP mission to Uganda (AIG auditor) – Sep 2023
 - ❑ BAGAIA Training on Peer review to NSIB (Nigeria) – Aug 2023
 - ❑ CAAC (Safety Investigation Side) visit to Europe (EASA, ENCASIA, Airbus, ATR) – Sep 2023
 - ❑ ICAO APAC CAT programme – two missions: Vietnam and Lao PDR (Q1/Q2 2023)
- ❑ Safety Investigations & Safety Recommendations:
 - ❑ Participation to the inspection on site in Nepal together with the go-team (BEA and ATR) – Jan 2023
 - ❑ Bilateral with BEA, TSB-Hungary (Feb and Apr 2023)
 - ❑ Annual CASIA (Civil Aviation Safety investigation Authorities) meeting at EASA – June 2023
 - ❑ ISIRC (Internal Safety Investigation Response Committee) – periodic meetings

Be prepared for future investigations (training for investigators):

- New business models & ops concepts (U-Space, Vertiport, ...)
- UAS, High Altitude Commercial Flight, Space flights

18