





The text in this document is provisional due to the transition phase between Regulation (EC) No 216/2008 – Basic Regulation pre September 2018 and Regulation (EC) No 2018/1139 – New Basic Regulation post September 2018. The information contained within this document has been sourced from current information available and is being regularly updated during this transition phase.



With the support of the
European Commission

Stakeholder Advisory Body

European Aviation Safety Agency

<http://easa.europa.eu/the-agency/other-easa-boards/>

Industry Strategic Priorities – Issue 1

The Stakeholder Advisory Body (SAB) provide EASA with a forum for consultation of interested parties on Agency priorities, both at strategic and technical level.

To ensure a proactive contribution, the Industry has identified a number of strategic priorities, within the scope of work of the SAB. These priorities are presented coherently with the four drivers of the European Plan for Aviation Safety (EPAS), namely **Safety, Environment, Efficiency/proportionality and level Playing Field**. This strategic document will form the basis for the Industry input to the yearly revisions of the EPAS and will be continuously revised to take into consideration any development or change in any of the Sectors represented in the SAB. It will drive the workplan of the SAB plenary as well as that of its Committees providing a common understanding of the priorities with regards to the evolution of the EPAS.

1. Safety

- Adequate inputs and contributions from the industry during all stages of the rulemaking process
- Replace prescriptive regulations on age restrictions with performance-based ones
- Develop a clear path to performance-based regulation
- Ensure that Performance Based Regulation development is introduced where appropriate and that NAAs are provided with guidance material and training for effective oversight
- Use data driven approach to revise all applicable regulations ensuring that the prescriptive elements are balanced with the performance-based elements
- Ensure that financial and human resources invested in safety are considered in performance-based regulation
- Ensure the use of Industry Standards and Best Practices within the framework of a Performance Based environment
- Ensure exposure and safety data from all sectors are available to enable effective data analysis in cooperation with all stakeholders
- Ensure a collaborative effort between EASA, NAAs and industry for the development and implementation of Data4Safety

- Apply suitable change management for all regulatory and oversight activities.
- Ensure the full exploitation of innovation, digital transformation and autonomy
- Ensure, in cooperation with the Industry, proper prioritization and implementation of the new Basic regulation provisions
- Ensure, in cooperation with the Industry and NAAs, proper assessment of the risks related to cybersecurity and develop effective mitigation actions
- Avoid redundant cybersecurity requirements and ensure effective integration of safety and security management systems
- Ensure involvement of the Industry in all developments related to UAS/UTM to achieve the safe integration of drones
- Ensure modernization of training in all operational areas

2. Level Playing Field

- Improve transparency and broaden acceptance of alternate means of compliance
- Adequate EASA response to SME (Small Medium Enterprises) needs
- Promote international partnerships with non EASA Countries and maximize mutual recognition with mature certification and approval systems
- Ensure Industry involvement to improve standardization across all EU NAAs in all domains
- Ensure consistent application of the rules across all member States
- Improve cooperative oversight between NAAs
- Require suitable and standardized Language Proficiency assessment
- Improve the international profile and footprint of EASA to include its involvement in ICAO work and activities

3. Efficiency/proportionality

- Ensure EASA resources are focused on highest safety values activities and adaptation to Industry innovation
- Ensure timely execution of the agreed rulemaking program at EASA and EC level
- Ensure training related OSD (Operational Suitability Data) elements is updated
- Address innovations and emerging business models by using performance-based regulation
- Ensure total system approach for regulatory material in the context of an EU CNS (Communication, Navigation, Surveillance) strategy.

- Actively pursue, in cooperation with EC the concept of the General Aviation Roadmap in a timely manner. Further develop the concept and the associated projects in the future in cooperation with the stakeholders concerned.
- Ensure timely and transparent implementation of the EASA-EUROCONTROL safety work program
- Improve the quality and transparency of Impact Assessments for Regulatory Tasks
- Enable regulatory flexibility for Civil Aviation, based on suitable risk management processes.
- Ensure that the certification and oversight processes do not delay the roll out of major EU projects
- Ensure existing rules are reviewed with a focus on balancing economic burden with gained safety

4. Environment

- EASA to cooperate with other non-aviation bodies to ensure initiatives do not compromise aviation safety, such as with ECHA (European Chemicals Agency) on REACH (Registration, Evaluation, Authorization and Restriction of Chemicals)