

EASA's Strategic Approach to Safety

ASA AFRA 2025 conference

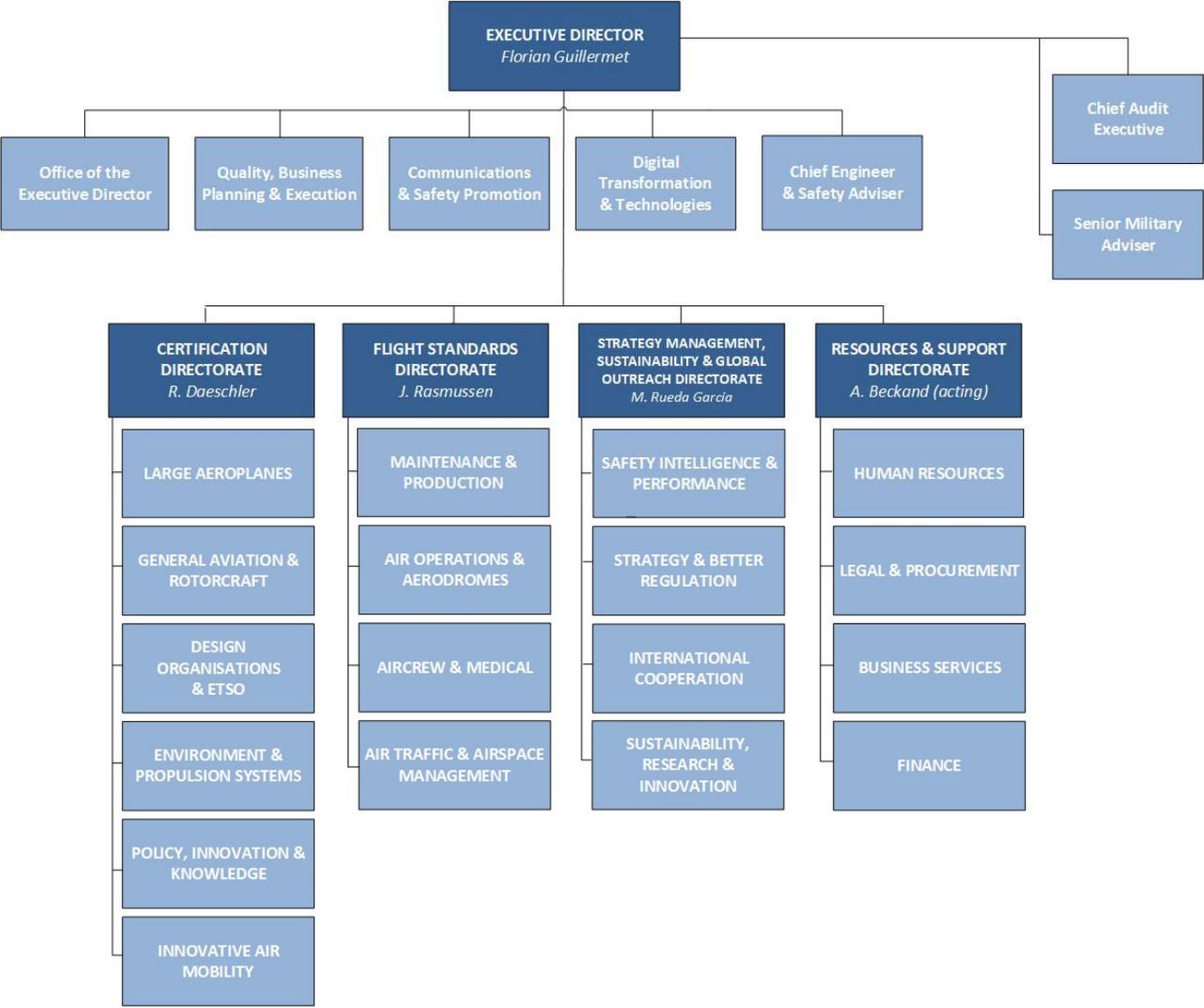
02 June 2025

Ludovic Aron
EASA representative to the U.S.A.

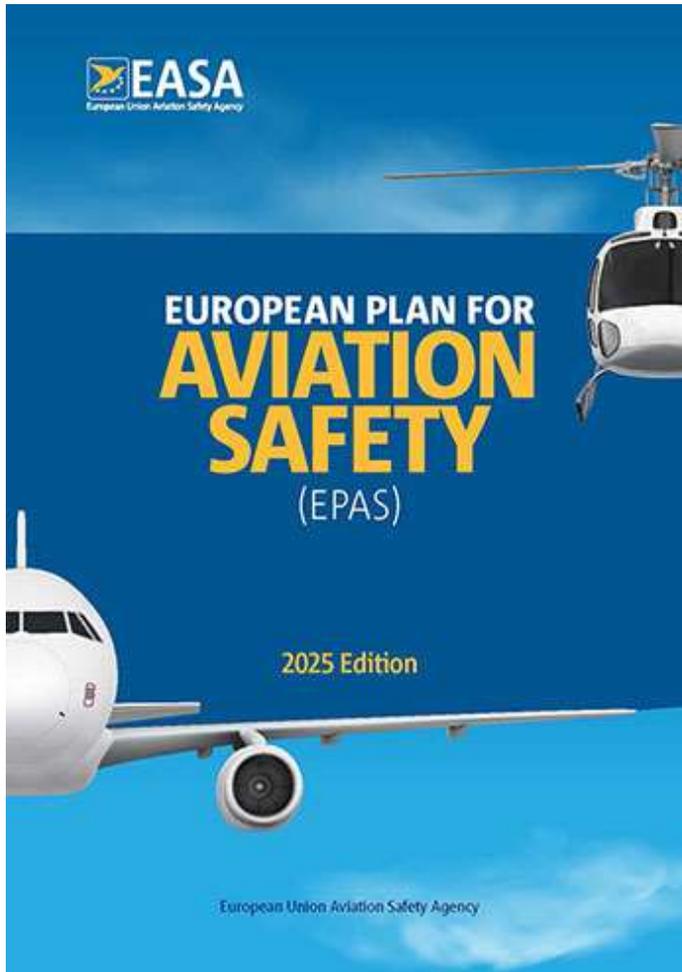
Your safety is our mission.

An Agency of the European Union 

Agency Organisation Structure

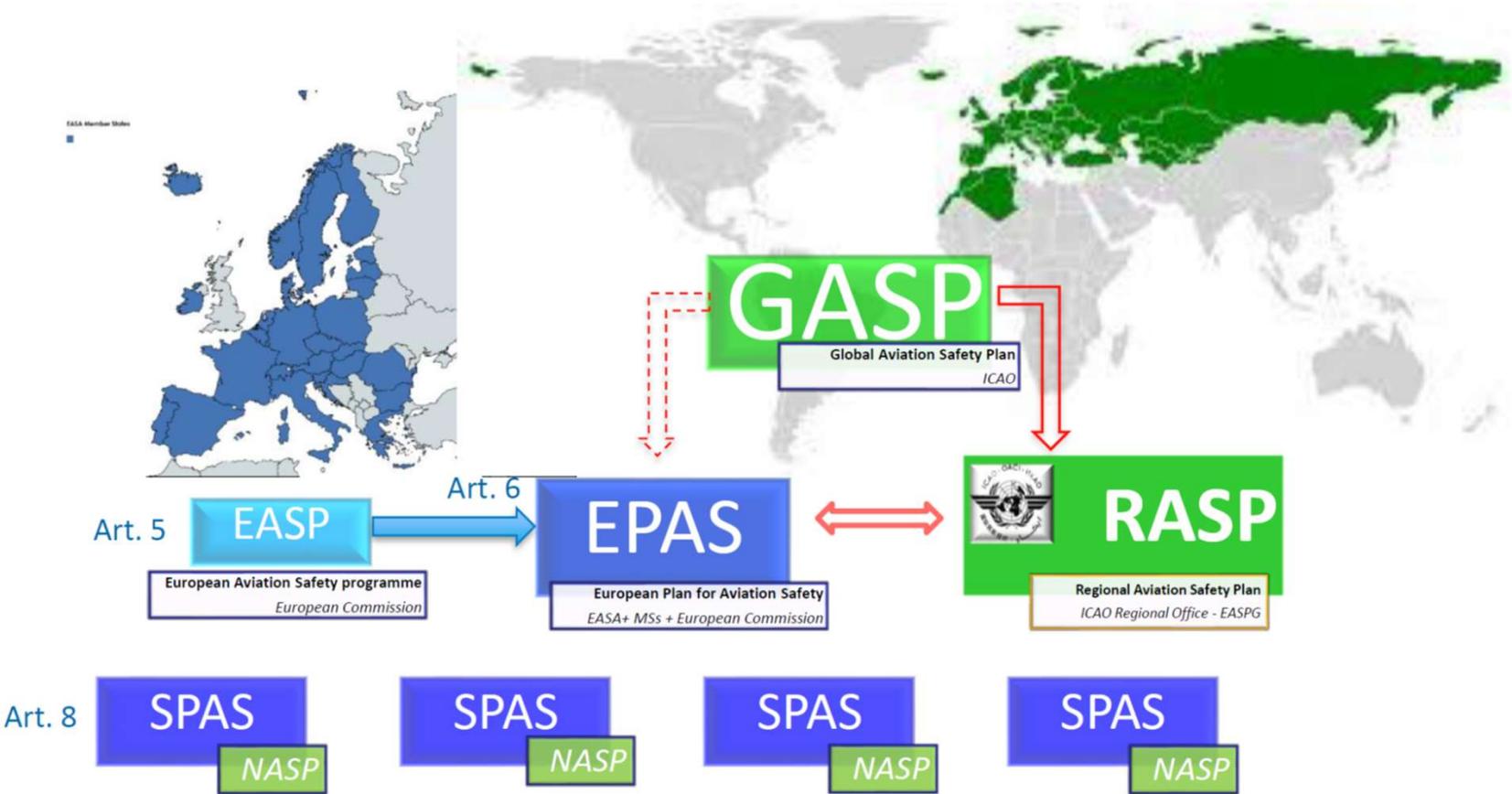


How we communicate about our actions



- Vol I strategic priorities
- Vol II actions
- Vol III safety risk portfolio

The European Plan for Aviation Safety (EPAS)



EPAS 2025 – What's new?

- The strategic priorities are developed based upon a 3-year cycle.
- A mid-term review was in 2024, and **no need for update of the strategic priorities was identified - the strategic priorities were considered stable, as the situation has not fundamentally changed within the last year.**
- However we have updated the list of safety risks and the actions.
- We anticipate that the strategic priorities will also stay stable for next year (2026), extending the validity of the current EPAS cycle (2023-2025).
- Meanwhile, we work on **improving our Safety Risk Management (SRM)** process, to become **more proactive**: expanding data source, reinforcing governance (collaboration with stakeholders), Prioritizing (Top Safety Topics), putting in place tools (Data4Safety) and performance indicators.

EPAS 2025 – Current context and trends

1. Airworthiness



EPAS 2025 – Current context and trends

2. Air operations & Aircrew licensing



EPAS 2025 – Current context and trends

3. Aerodromes & Ground Handling



EPAS 2025 – Current context and trends

4. Advanced Air Mobility



Listening to our stakeholders

- **Streamline/Simplify existing regulations**
- **Apply risk-based approach for rulemaking AND oversight**
- **Be clearer on “why” we do things (and not only the “what”)**
- **Be mindful when and where we engage on innovation**
(“don’t get too distracted by the blooming of new concepts”)
- **Demonstrate tangible efficiency gains/efforts (cost reduction)**
- **Strengthen our partnership agreements with member states and leveraging our bilateral agreements on Aviation Safety**
- **Ensure the agency is financially stable**
while able to recruit/retain the best experts
- **Lead the safe introduction of Sustainable Aviation Fuels (SAF)**

Key developments in regulatory framework

Regulation (EU) 2021/1963 (applicable December 2022)

- SMS in Maintenance
- Transition findings had to be closed by 2-Dec-2024
- Industry standard SM-0001 (in progress)

SMS

Regulation (EU) 2023/203 (applicable February 2026)

- Management of cybersecurity risks for aviation safety for Part 145 organisations
- AMC/GM published 13-Jul-2023
- New action in the EPAS: Regular update of Part-IS and associated AMC/GM
Updated AMC/GM expected in 2025

PART-IS

Mutual recognition & regulatory harmonisation

Safety Management System for Part 145 organizations

- Change to Annex II of the EU-U.S. Aviation Safety Agreement (new Special Condition)
- FAA InFO 24007 published in June 2024
- Annex II amendment formally signed 10th February 2025
- Guidelines for implementation in the MAG Change 10 (in final review cycle)
- **Recognition and acceptance of FAA voluntary SMS program** as Means of Compliance
- Cut-off date for applicability to U.S. organizations (existing/valid approvals):
31 December 2025
- All initial and suspended organizations have to comply with the new Special Condition from the date of signature of the new special condition.

Next to be addressed: Information Security (EASA Part-IS)

What we want to achieve with Part-IS

Objective	Protect the aviation system from information security risks with potential impact on aviation safety
Scope	Information and communication technology systems and data used by Approved Organisations and Authorities for civil aviation purposes
Activity	<ul style="list-style-type: none">- identify and manage information security risks related to information and communication technology systems and data used for civil aviation purposes;- detect information security events, identifying those which are considered information security incidents; and- respond to, and recover from, those information security incidents

To learn more about EASA Part-IS

- Dedicated FAQ on EASA Pro:

<https://www.easa.europa.eu/en/the-agency/faqs/information-security-part>

- Video recordings of the Part-IS Implementation Workshop 2024:

<https://www.easa.europa.eu/en/newsroom-and-events/events/part-implementation-workshop-2024>

- Upcoming workshop 25-26 June



Potential impacts of U.S. law on the EU-U.S. Aviation Safety Agreement

- FAA Final Rule on **DRUG & ALCOHOL TESTING OF CERTIFICATED REPAIR STATION EMPLOYEES LOCATED OUTSIDE OF THE UNITED STATES**
- FAA reauthorization sec. 302: **GLOBAL AIRCRAFT MAINTENANCE SAFETY IMPROVEMENTS ACT (GAMSIA)**

→ Will be discussed during our annual Bilateral Oversight Board meeting on 10 June.

Final notes on EU-U.S. cooperation

- EASA and the FAA are committed to enhancing **mutual recognition** and **harmonization** of our regulations, in accordance with the **Bilateral Aviation Safety Agreement**.

Enabling a dialogue between authorities during our respective rulemaking process, in full transparency and in a collaborative spirit, is absolutely key. Our respective rulemaking process must allow for such unrestricted communication.

- [Declaration of Intent \(DOI\)](#) signed in December 2024:

With this Declaration, EASA and the FAA intend to **enhance safety**, **encourage efficiency**, and **work collaboratively** in support of safe civil aviation activities by cooperating in several key areas including: - Safety Data and Risk Management, Cybersecurity, Regional outreach, Rulemaking, and Emerging Technologies, Innovation, Research, and Sustainability.

Thank you

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