

Subject: CESSNA - 172 registered SE-MDN, on 19/12/2020, at Skövde Airport, Västra Götaland County - Sweden

Reply to Safety Recommendation SWED-2021-004 received on 15/12/2021

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| <p>Safety Recommendation:</p> | <p>Evaluate the benefit of a review of the exercises contained in the training programmes that may pose a safety risk and to decide on the best course of action to make the training organisations aware of these risks, either through dedicated safety promotion, development of best practises or developing guidance material to the existing requirements. (RL 2021:10 R1)</p> |
| <p>Final response:</p> | <p>The three major regulatory safety nets established by the provisions of Commission Regulation (EU) No 1178/2011 on aircrew licensing can be summarised as:</p> <ul style="list-style-type: none"> • the initial certification procedure followed by the Member State competent authority; • the requirements for training organisations; and • the Competent Authority Management System and the Continuous Oversight provisions. <p>The European Union Aviation Safety Agency (EASA) believes that, if properly implemented by all stakeholders, these three regulatory safety nets together ensure an appropriate level of safety in flight training operations and fully address the issue regarding risk mitigation in pilot training; additional regulatory activities are therefore not required.</p> <p>In particular, the following requirements and associated acceptable means of compliance (AMC) and guidance material (GM) establish the abovementioned comprehensive regulatory framework:</p> <p>1.Initial certification procedures by the Member State competent authority:</p> <ul style="list-style-type: none"> • ARA.GEN.310 Initial certification procedure – Organisations, paragraphs (a) and (b) <ul style="list-style-type: none"> ○ AMC1.ARA.GEN.310(a) Initial certification procedure – Organisations, paragraphs (c)(3), (c)(5) and (d). <p>2.Requirements for training organisations:</p> <ul style="list-style-type: none"> • ORA.ATO.105 Application, paragraphs (a)(1)(vii) and (2); • ORA.ATO.125 Training programme; • ORA.ATO.130 Training manual and operations manual, paragraphs (a) and (b); • ORA.ATO.135 Training aircraft and FSTDs, paragraph (a); |

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| | <ul style="list-style-type: none"> ○ AMC1 ORA.ATO.135 Training aircraft and FSTDs, paragraphs (b)(1), (c)(1) to (c)(4); ● ORA.ATO.210 Personnel requirements, paragraph (b) <ul style="list-style-type: none"> ○ AMC2 ORA.ATO.210 Personnel requirements, paragraph (b)(1); ● ORA.ATO.230 Training manual and operations manual, paragraph (a); <ul style="list-style-type: none"> ○ AMC1 ORA.ATO.230(a) Training manual and operations manual: paragraph (a) The training plan points (4),(8), and (11); paragraph (b) Briefing and air exercises points (1), (2), (3) and (6); ○ AMC1 ORA.ATO.230(b) Training manual and operations manual paragraph (d). <p>3.MS Competent Authority Management System and Continuous Oversight Provisions:</p> <ul style="list-style-type: none"> ● ARA.GEN.200 Management system, paragraphs (a)(2) and (a)(5); <ul style="list-style-type: none"> ○ AMC2 ARA.GEN.200(a)(2) Management system, paragraph (a) Qualification subparagraph (2) Additional qualification criteria points (i), (ii) and (iv), paragraph (b) Initial training programme points (7), (11) and (15). ● ARA.GEN.300 Oversight, paragraph (a)(1);paragraph(a)(2); paragraph (b)(3); <ul style="list-style-type: none"> ○ AMC1 ARA.GEN.300(a);(b); (c) Oversight- Evaluation Of Approved Training Organisations’ Operational Safety Risk Assessment; paragraph (a) General methodology for operational hazards. ● ARA.GEN.305 Oversight programme, paragraphs (a), (b)(1) and (f); <ul style="list-style-type: none"> ○ AMC1 ARA.GEN.305(b)(1) Oversight programme – Audit, paragraphs (a) and (b); ○ AMC1.ARA.GEN.305(c) Oversight programme – Oversight planning cycle, paragraphs (a), (b) and (c); ○ AMC1 ARA.GEN.305(f) Oversight programme; ○ AMC2 ARA.GEN.305(f) Oversight programme, paragraphs (a), (b), and (c). <p>As additional support to the existing provisions, and to reiterate the relevance of applicable provisions in terms of operational safety, EASA plans to table the matter during an upcoming (May/June or November/December 2022) Flight Crew Licensing Technical Body (TeB) meeting. Additional safety promotion is already planned for the instructor and ATO community to improve the general understanding</p> |
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| | <p>of safety management with the goal of helping organisations to ensure basic compliance (such as with the Aircraft Flight Manual (AFM) aircraft flight manual in operational procedures), to identify and manage risks effectively. EASA intends also to undertake promotion for instructors on both important safety risks and decision making. This will be the focus of a dedicated instructor session during the General Aviation Season Opener Campaign of March 2022, that will take place on March 17th, 2022: https://www.easa.europa.eu/newsroom-and-events/events/general-aviation-season-opener-2022</p> |
| EASA Status: | Open |