

# JAA-EASA Transition

BY ANDRE AUER



What? A new aviation publication? One more on the already long list? Is this really needed? These are the questions which immediately popped up when I heard the first rumors of a new magazine. But when I heard that it was from Flight Safety Foundation, the question marks became immediately an exclamation mark, for many reasons:

**EASA and JAA  
are working hand  
in hand to establish  
a single, strong  
European authority  
in civil aviation  
matters with safety  
as the top priority.**

- *It is efficient.* I started to be a little bit lost in the different publications, with different approaches, coming at different intervals from the Foundation. A publication combining and streamlining the numerous FSF journals is more than welcome!
- *It is needed.* It will help to increase the awareness of all the great things the Foundation has been doing for nearly 60 years and will be doing in the future for the safety of aviation.
- *It is in the spirit of the Foundation.* That means that it will be available to all interested parties.
- *It will be good.* At least, I hope so. But in the light of the great contributions of the Foundation in the past, I expect nothing else. I have seen with great pleasure that the Foundation has the sort of wisdom which Einstein applied: We cannot solve problems by using the same kind of thinking we used when we created them.

As it would be somewhat unfair to expect good things from others while not contributing to them myself, please find herewith an update on the integration of Joint Aviation Authorities (JAA) activities into the European Aviation Safety Agency (EASA), including our efforts to improve safety training in Europe:

Regulation 1592/2002 of the European Commission on common rules in the field of civil aviation and establishing EASA came into force in September 2002. EASA began operation one year later in the fields of certification and maintenance. JAA continued to be active in operations, licensing and formation, and in running the SAFA (Safety Assessment of Foreign Aircraft) Programme. In order to prepare a smooth transition of these JAA activities into EASA without any safety gap, a report containing a road map to be followed was elaborated and adopted during 2005 — the Future of JAA (FUJA) Working Group report. The actions emerging from that report can be summarized as follows, taking also into account that the European Commission published in November 2005 a legislative proposal to extend the activities of EASA in the fields of air operations, pilot licensing and third-country aircraft:

- EASA is expected to take over activities in the field of operations and licensing in the second half of 2008.
- EASA will be responsible for the SAFA activities as of Jan. 1, 2007.
- EASA is in the process of establishing an EASA Safety Strategy Initiative (ESSI), which will be, in some new way still to be defined, the continuation of the JAA Joint Safety Strategy Initiative (JSSI).

Central JAA (CJAA) will close its doors in Hoofddorp, Netherlands, but will continue, as of Jan. 1, 2007, as JAA-T (T for transition) with a liaison office in the EASA building in Cologne, Germany, and with a training office in Hoofddorp.

The JAA Liaison Office will ensure the relationship between EASA and the civil aviation authorities of the non-EASA JAA countries, and continue with the general management of the

Joint Aviation Requirements until EASA becomes fully active. Technical work will be undertaken by EASA based on a mandate from JAA.

The JAA Training Office will ensure that the aviation community is sufficiently familiar with the European aviation safety rules and will assist the non-EASA countries in their efforts to become EASA members. Since its beginning, CJAA has developed some 22 training courses ranging from JAA and EASA rules to more practical courses such as nominated post-holder training and auditing techniques training. To accommodate these increasing requirements, a new state-of-the-art training center is currently being prepared in Hoofddorp.

In addition, CJAA has brought together in a consortium called EASTO (European Aviation Safety Training Organisation) a number of internationally recognized organizations involved in aviation safety. EASTO aims to become one of Europe's leading aviation safety training centers. It is expected that the consortium will be expanded in the near future to include more European partners. The management, secretariat and



training location of EASTO will be at the JAA Training Office.

In short, EASA and JAA are working hand in hand to establish a single, strong European authority in civil aviation matters with safety as the top priority.

All my congratulations and best wishes for many happy landings for the new publication! ●

*Andre Auer,  
Chief Executive, Joint  
Aviation Authorities*

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