Wrap-up: What did we learn during the conference this year?

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TUESDAY

The first thing we learnt is that Florian Guillermet and Michael Whitaker have known each other for years and seem to get on very well. And according to everyone in this room, it is good news.

In his keynote, Michel Whitaker made 3 points:

1. The focus on safety, and more particularly in relation to the hot topics since he took office (e.g. runway incursion, ATC resources, quality in production) and the opportunity to use more data.

2. The need for improvement of regulation and regulatory harmonization (for instance: eVTOL)

3. The importance of international engagement, at bilateral level and multilateral level (ICAO)

Florian Guillermet stressed the importance of speaking with one voice when it comes to safety. He shared his vision of EASA's role: to ensure a Safe & Secure, Sustainable Aviation, enable and embrace innovation and be supportive to all stakeholders. He echoed the importance of international engagement, and in particular the importance of this conference for the exchange between regulators and with industry, to keep grounded.

Then, David Boulter and Florian Guillermet had a fireside chat. It was not by an actual fire but they were literally grilled by seasoned interviewer Pete Bunce of GAMA. They shared the very similar challenges faced by both agencies, such as workforce, safety culture, digitalization. They introduced the panel discussions namely on rulemaking alignment and safety management system implementation.

After that, we had a flash talk about a rogue actor in the UK that sold parts with false documents last year.

After that, there was the plenary panel on Safety and Regulatory Outlook:

-   It confirmed that we are facing similar challenges on both sides of the pond.

- There are lots of opportunities to collaborate with Industry, and between regulators. In particular: on integrated risk management, and on data collection and analysis.

- There is a clear expectation to have more harmonized rules from the onset, and this requires earlier engagement, also for the sake of efficiency: we don't want to do three times (EASA and FAA separately, then harmonisation).

WEDNESDAY

On day 2, we had a panel on RUNWAY SAFETY

- Technology can help and should be leveraged, but only in conjunction with operational and training mitigations.

- All agreed that the problem needs to be tackled through collaboration at all levels, industry and regulator, aircraft OEM and their suppliers, human-machine collaboration, etc.

- Lot of work has been done under GAPPRI/GAPPRE, under the leadership of the Flight Safety Foundation. There is no need to reinvent the wheel again but rather start implementing concrete actions/recommendations.

In parallel, there was a panel on PRIORITIES AREAS FOR RULEMAKING:

- They not only discussed priority areas for future rulemaking but also strategies for regulatory cooperation.

- There was a commitment to do better for achieving harmonized rule in the future; in particular on priority areas such as: reduced emission technologies (e.g. Hydrogen), digitalization, and new entrants.

- It will require leadership, and earlier engagement between regulators.

There was a panel on DEVELOPPING STANDARDS EFFICIENTLY

- Better coordination is needed in identifying where to spend resource, between regulators, industry and SDOs.

- It appeared to be challenging to define a clear solution on how this should be done, the next agreed step is a discussion at CMT & industry planned for September.

- One takeway was that regulators need not attend all working group sessions – they should be there at the beginning and at various gates to verify the progress and if it matches their expectations.

There was a panel on QUALITY IN PRODUCTION / SUPPLY CHAIN

- The panelists acknowledged that supply chain is under stress;

- solutions to ensure that supply chain disruptions are not affecting safety includes: the implementation of SMS (to suppliers too), developing/promoting a safety culture, and the top leadership commitment to safety.

- Leadership, safety culture, collaboration, communication are key. A Quality and Safety focus should be from the top to bottom of the organisation.

There was a panel on NEW TECHNOLOGY FOR MAINTENANCE

- Very dynamic panel, called themselves the "CAN DO" panel.

- Technology is already here, and appetite for new technology is also here. They touched upon the use of drones and the use of AI – for predictive maintenance.

- The regulators shall not lead the adoption process, but we need to work collaboratively.

- Performance based rules are helping.

- Importance of adapting the workforce with new generation / new skills.

There was a panel on TSO/ETSO EVOLUTION

- The panel was about E/TSO evolution and their possible impact on mutual acceptance.

- EASA and the FAA presented their upcoming changes to the E/TSO policies. Differences and common aspects were highlighted.

- During the Q&A session, Industry showed strong engagement on the upcoming changes, interest to contribute to shaping the future rule. Industry strongly emphasized the need to keep mutual acceptance.

- Additional discussions will be needed between the FAA and EASA, and with Industry. Management of markings, privileges, design changes and LoI for ETSO will be key topics.

There was a panel on FLIGHT SIMULATOR

- The panel showed the wealth of new technologies in aircrew training. New devices are already in use, the issue is how to credit them appropriately. From authority side the FAA and EASA agree that new technologies should be credited according to the training tasks they are suited to perform.

- The second topic was how to change the oversight regime of simulators. The current device-centric oversight should be replaced by an organisation-centric oversight – like in

other domains. FAA and EASA are aligned in this approach, which requires changes in ICAO documents.

There was a panel on SIMULATION AND MODELLING IN DESIGN

- Investment is required upfront in developing and validating any model.
- Testing will still be required to support validation of the model.
- Scope to reduce testing in some areas
- Standards would support reduction of our involvement and validation aspects.

THURSDAY

Day 3 kicked off with a flash talk on workforce, which was mentioned many times this week as a key and common challenge.

Then, we had two panels on Safety Management System:

Now that we have regulations in place both in the U.S. and in the EU, the remaining implementation challenges are:

1. Recognition/acceptance of each other's system: we have initiated an assessment of the eventual gaps in scope and differences in the requirements. Our objective is to leverage the spirit of the BASA, namely the mutual recognition pillar, to the maximum extent. We may end up with some limitations at the end, domain specific, however the need for more integrated risk management also leads us to seek for practical solutions applicable cross-domain.

2. Safety risks induced by organizational interfaces – the points at which systems, entities, or organizations meet and interact, and the potential these points have to generate safety risks. External interfaces can be between a Safety Management System (SMS) and service providers or suppliers; the State Safety Program (SSP) and an SMS; etc.

We had a joint flash talk delivered on ASIAS and Data4Safety, our respective data collection and analysis program; actually the preparation of this flash talk was an opportunity for EASA and the FAA to exchange information and pave the way to an enhanced cooperation on this domain.

Finally, we had a panel on Considerations of Human Factors in Initial and Continued Operational Safety.