



EASA
European Aviation Safety Agency

ADR Comprehensive Standardisation TEST Inspection of Austria

Closing Session

AT CAA BMVIT, 12 May 2017

Your safety is our mission.

An agency of the European Union 



Outline

- The inspection team
- Purpose of the ADR TEST inspections
- Specificities of the ADR domain
- Summary of results
- Next steps
- Your first feedback

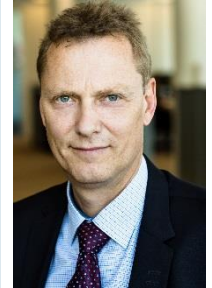


The inspection team

Trainee Team Leader	Joaquin Lopez (EASA)
Team Member / Sect. Mgr.	Giulio De Crescenzo (EASA)
Team Member	Jozef De Moor (EASA)
Team Member	Emmanouil Vardakis (EASA)
Observer	Sarah Poralla (EASA)
NSC	Veronika Löblich (AT CAA)
SFP	Thomas Liebert (AT CAA)



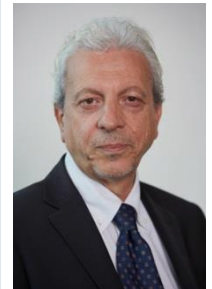
Flight Standards Director:
Jesper Rasmussen



Head of ATM/ANS & ADR Department (acting):
Gernot Kessler



ADR Section Manager:
Giulio De Crescenzo





Objective of standardisation

Overall objective:

~ (EC) No 216/2008



Establish and maintain a high uniform level of civil aviation safety in Europe.

Standardisation objective:

~ (EU) No 628/2013

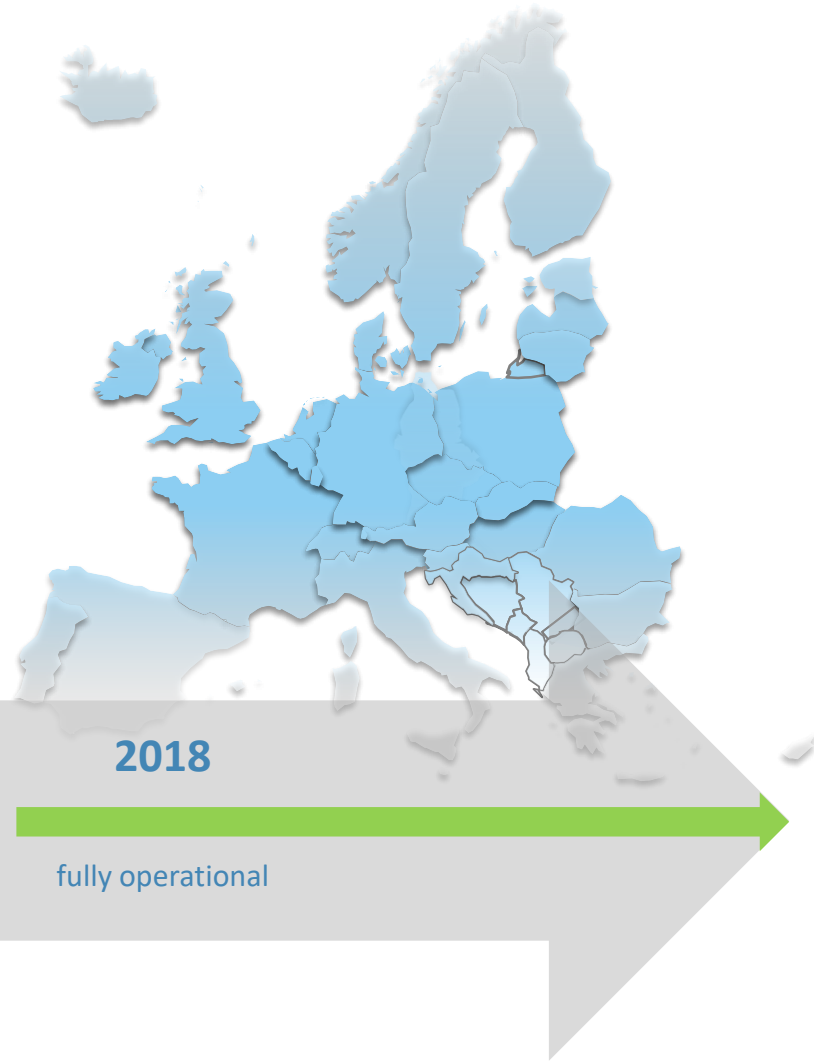


Monitor the application by the Competent Authorities of the applicable requirements as well as their uniform implementation.



Concept of ADR test inspections

- Assess the maturity of the ADR STD system to improve our internal processes and procedures
- Important for EASA to qualify team leaders and team members
- A possibility for the AT CAA to get familiar with standardisation inspections for aerodromes



2015

initiation Q4
recruitment

2016

training / qualification
procedures

2017

planning / test
inspections

2018

fully operational



Inspection programme

	MON	TUE	WED	THU	FRI
	08	09	10	11	12
AM	-	AT CAA	AT CAA	AT CAA	AT CAA
PM	Arrivals	AT CAA	Visit Vienna Airport	AT CAA	Departures



➤ Strong points of AT CAA

- Positive and constructive collaboration of CAA/VIE personnel;
- Open and positive approach towards ADR implementation;
- Quality oriented work;
- Motivated, professional and technically competent staff.

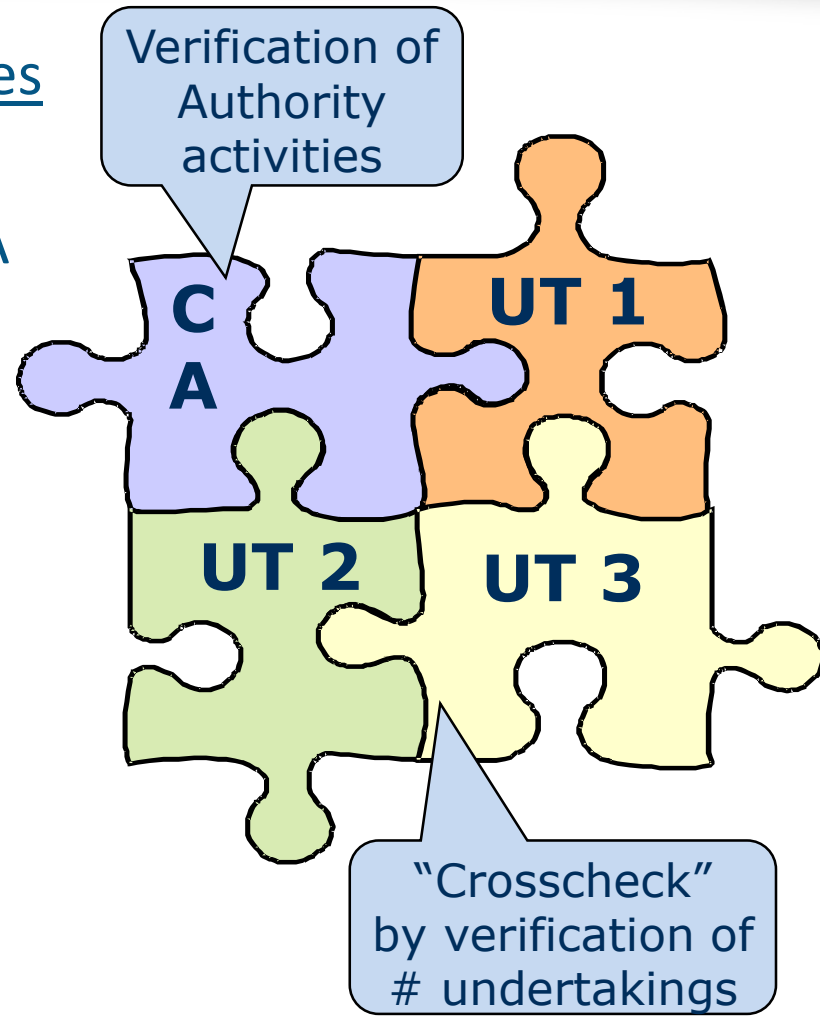
➤ Recommendations for improvement

- Alignment between national regulatory framework with EU regulations;
- Completeness and implementation of policies, processes and procedures.



Verification of compliance at CA / UT

- ▶ Undertakings are visited as samples to evaluate CA's oversight.
- ▶ No findings, can be raised by EASA against undertakings, but all the **undertakings' non-compliances (UNC)** detected shall be recorded and monitored by EASA.
- ▶ They can either:
 - ▶ provide supporting evidence and/or be the consequence of a non-compliance of the CA (*Type 1*)
 - ▶ not be directly correlated to a deficiency by the CA (*Type 2*)





Classification of findings

C

- non-compliance with the applicable requirements raising **mainly standardisation** concerns

D

- non-compliance with the applicable requirements raising **standardisation and safety** concerns, if not timely corrected

G

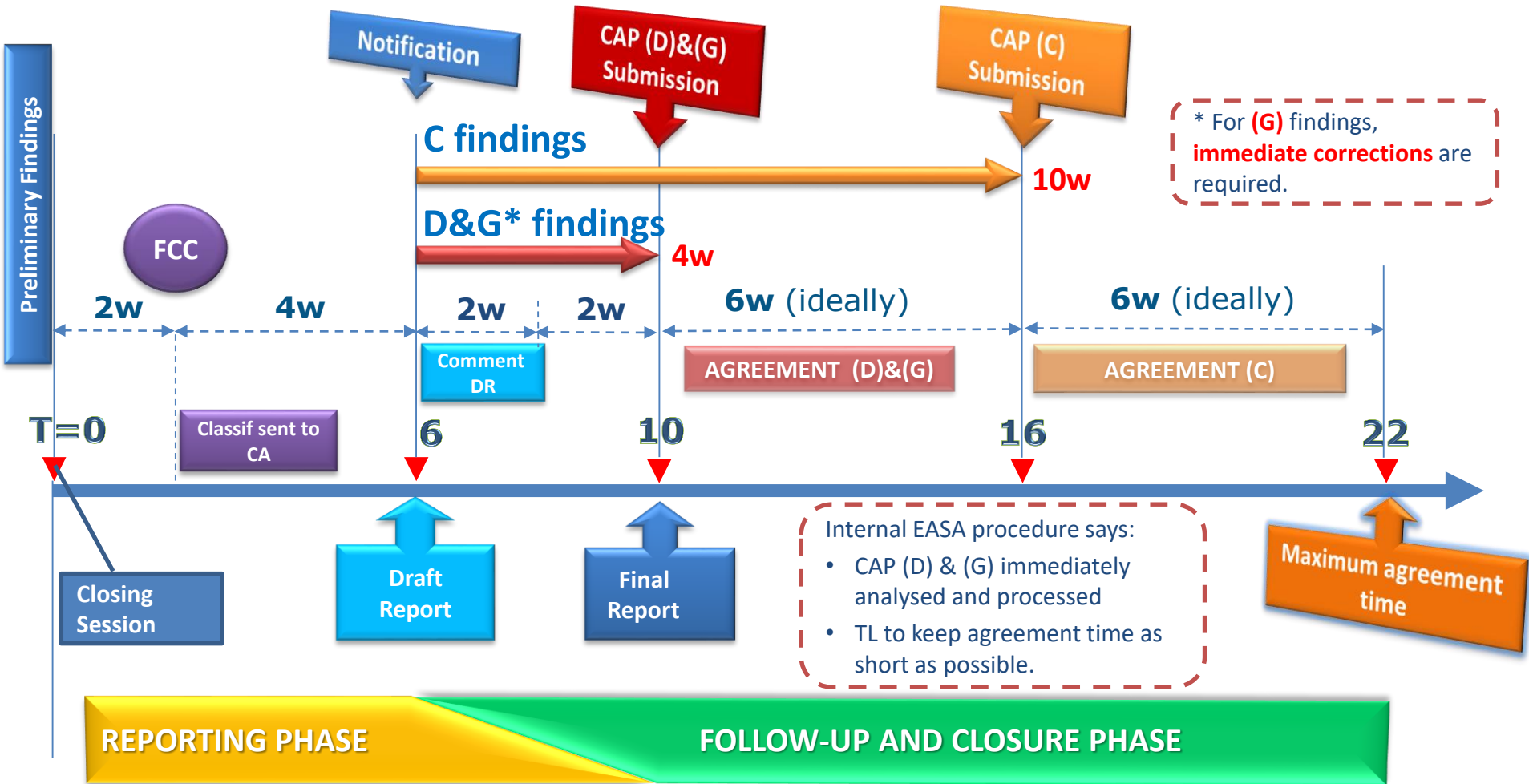
- immediate safety concern

ISC



Next steps

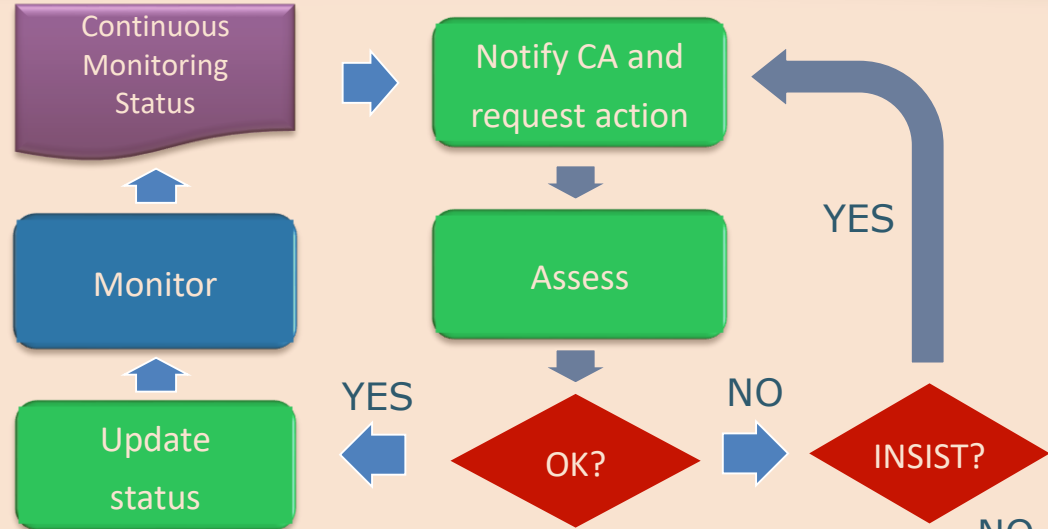
Findings managed and closed at individual level





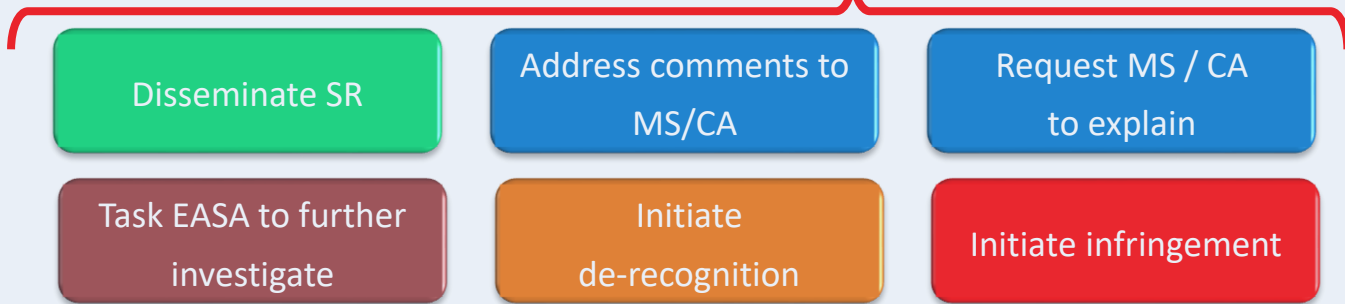
In case of disagreement?

- ISC not timely corrected
- Action not agreed within due time
- Agreed action not duly implemented



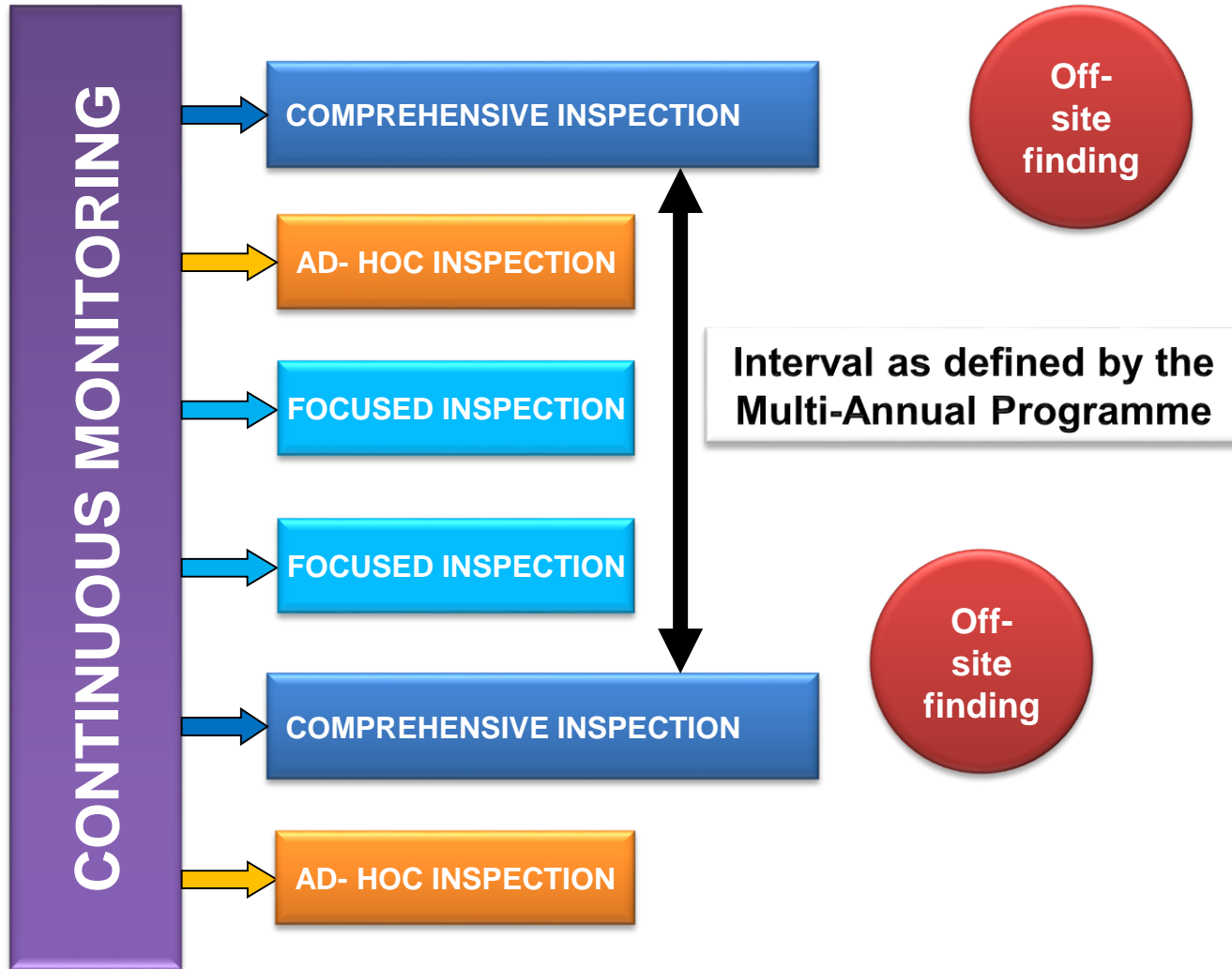
EASA IN CONTROL

EC IN CONTROL





Types of inspections and inspection intervals





EASA
European Aviation Safety Agency

THANK YOU

Joaquin Lopez
ADR Standardisation Team Leader
joaquin.lopez@easa.europa.eu

In case of doubts, please refer to the Mutual Expectation Paper

Your safety is our mission.

An agency of the European Union 

CTIF Commission Meeting Rescue and Fire Fighting at Airports

Ing. Andreas M. Herndler, MBA MPA

15.06.2017



background



- 139/2014
- training programme is responsibility of aerodrome operator
- RFFS-fire chiefs started to develop a guideline in 2014
- development was stopped by Accountable Managers
- RFFS-fire chiefs established working group within Austrian Firefighters' Association
- training programme was finished and approved in December 2016

training of RFFS

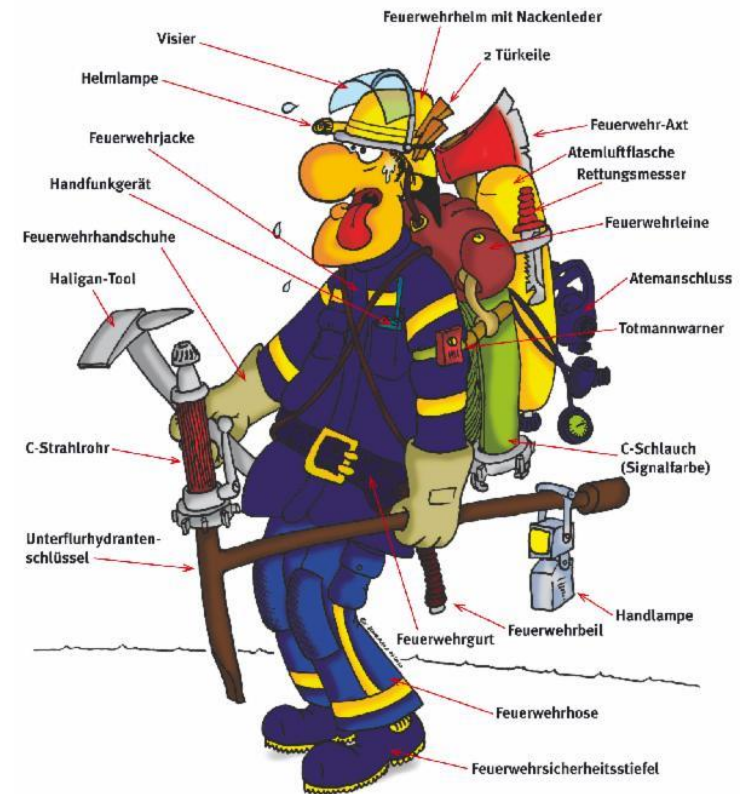
- 
- basic training
 - extended basic training
 - extended fire service training
 - training as RFFS-charge
 - training as RFFS-incident commander
 - training as RFFS-fire chief
 - training in special areas
 - recurrent trainings

Requirements for an admission to the RFFS

- completed vocational training or completed technical school
- general fire-fighting suitability
- respiratory protection capability
- driving license of class C (E of advantage)
- in the case of applicants from Member States of the European Union with compulsory military service or compulsory civilian service: carried out military or civilian service
- good spoken and written German (sufficient skills to follow the RFFS-training)
- member of a volunteer fire brigade and / or a company fire brigade
- if the applicant is employed in the area of the first aid station acc. national legislation: training acc. operating instructions first aid station is an advantage

basic training

- firefighter's training in her/his own fire brigade according to specifications of the Austrian Firefighters' Association (100 h)
- incl. the corresponding examination according to specifications of the regional Firefighters' Association
- first aid (16 h)
- respiratory protection (16 h)
- incl. the examination according to specifications of the regional Firefighters' Association



extended basic training



- aircraft familiarization (40 h)
- fundamentals of removal operations (according to AÖV)
- airport layout and orientation (20 h)
- human factors (8 h)
- CBRNE (16 h)
- communication (6 h)
- loading plan and operation of the equipment of the respective vehicle on which the employee is deployed (at the expense)
- operation of the respective vehicle and driving authorization of the respective vehicle on which the employee is used as a motorist (according to expenditure)
- basic preventive fire protection (according to expenditure)
- fire insert (16 h)

extended fire service training

- fire insert (8 h)
- aircraft fire fighting (40 h)



training as RFFS-charge (OR1 – OR9)

- management tasks during aircraft fire fighting (20 h)
- removal training (according to AÖV)
- extended CBRNE
 - according to specifications of the regional Firefighters´ Association
- technical training (20 h)
 - according to specifications of the regional Firefighters´ Association
- completion of management level 1
 - according to specifications of the Austrian Firefighters´ Association
- extended preventive fire protection (20 h)

training as RFFS-incident commander (OF1 – OF5)

- completion of management level 2
 - according to specifications of the Austrian Firefighters' Association
- training for incident commanders
 - according to specifications of the regional Firefighters' Association
- specialization special-purpose aircrafts (20 h)
- removal guide training (according to AÖV)

training as RFFS-fire chief

- specific training of the fire chief
according to specifications of the regional Firefighters´ Association
- internship at an airport and / or professional fire brigade (112 h)
- fire protection officers
according national legislation
- preventive fire protection (20 h)
- recommendation for leadership training

training RFFS

- approved by CAA Austria
- „approved“ by EASA
 - STD-Test-Inspection 05/2017
 - 1 observation: „*Not all the RFFS vehicles had a grid map available.*“