

**Question for written answer E-001071/2019
to the Commission**

Rule 130

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Subject: Aviation safety and lack of enforcement of EU rules

Commission Regulation (EC) No 2042/2003 (later amended by 1321/2014) on the continuing airworthiness of aircraft and approval of organisations and personnel involved in these tasks, marked a tremendous achievement in terms of aviation safety and the harmonisation of rules and measures to protect EU citizens. The regulation stipulates that maintenance work performed on aircraft must be verified by a licenced aircraft engineer. This rule is interpreted very differently by aviation authorities across the EU. Some authorise a purely administrative release to service, where the licensed engineer does not even visit the aircraft. Other authorities insist, however, that the verification process must involve appropriate physical checks. The practice of administrative release poses a safety risk to the public. In 2015, a standardisation team from the European Union Aviation Safety Agency (EASA) raised an audit finding on the German civil aviation authority, the Luftfahrt-Bundesamt (LBA), on exactly this issue. However, almost four years later, there is evidence that the practice is still permitted, even though the EASA has stated that the finding has been acted upon and is about to be archived.

Can the Commission explain why this situation is being tolerated and why EASA is unable to enforce EU rules?

Could it provide reassurances that it will take the necessary steps to protect the safety of the public by ensuring that EASA enforces its own regulations?