



BEST PRACTICES EFFICIENT AND SUSTAINABLE NATIONAL AVIATION REGULATORS

Workshop on Organisational Set-up and Institutional Frameworks
for Civil Aviation Authorities

Manila, Philippines 17-18 June 2025

Day 1, 17 June 2025

Mar Barrera, Head of Economic Financial Division (AESAs)



European Union Aviation Safety Agency

EU-ASEAN Sustainable Connectivity Package Aviation Partnership Project
(EU-ASEAN SCOPE APP)

This project is funded by the European Union and implemented by
the European Union Aviation Safety Agency (EASA)

Your safety is our mission.

An Agency of the European Union



Funding and budgetary mechanism

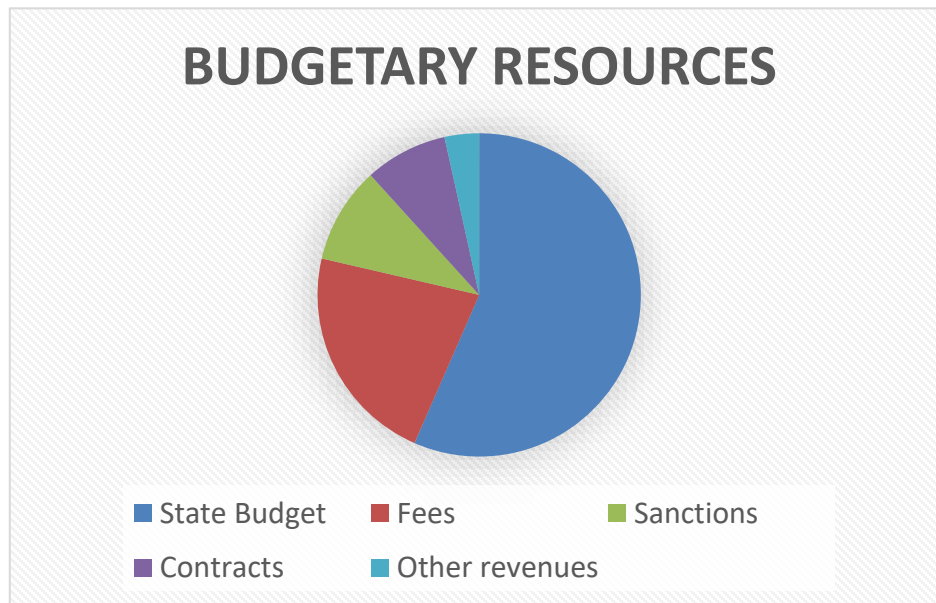
→ FUNDING AND BUDGETARY MECHANISM

→ RELATIONSHIPS WITH OTHER SIGNIFICANT ORGANISATIONS

*OUTLINE RESPONSABILITIES

Funding and budgetary mechanism

- State Budget
- Fees
- Sanctions
- Contracts
- Other revenue



Funding and budgetary mechanism

→ State Budget: The body receives funds allocated by the central government through the annual budget.

→ Strengths:

- Stability and Predictability
- State Backing
- Lower Commercial Pressure
- Access to Significant Resources



Funding and budgetary mechanism

→ State Budget: The body receives funds allocated by the central government through the annual budget.

→ Weakness:

- High Political Dependence
- Lack of Financial Autonomy
- Budgetary Rigidity Allocation
- Vulnerability to cuts
- Bureaucracy and Slowness



BUDGET SUFFICIENT
RESOURCES



POLITICIAN

Funding and budgetary mechanism

→ FEES: What are fees?



→ Key Characteristics

→ Mandatory

→ Non-profit

→ Legally Regulated

MANDATORY

Funding and budgetary mechanism



→ FEES: What are fees?

→ Types of fees

→ Service Provision Fees

→ Fees for Use of Public Domain

→ Control, Inspection, or Authorization Fees

Funding and budgetary mechanism

AVIATION FEES



→ Categories

→ Licenses and certificates for personnel

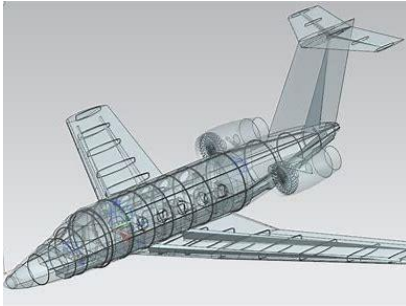


Funding and budgetary mechanism

AVIATION FEES

→ Different categories

→ Company authorizations and approvals:



Hours Of Flying

£183/hr (£173/hr if in blocks of 10hrs)
Prices exclude landing and circuit fees



5 Theoretical Exams

- Air Law
- Navigation
- Meteorology
- Aircrafts Technical
- Human Factors and Performance



1 Flight Test

- Don't panic! Our exam is very friendly.
- Once you complete it, you are now a private pilot!



Funding and budgetary mechanism

AVIATION FEES



→ Different categories

→ Aircraft Operations:



UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION STANDARD AIRWORTHINESS CERTIFICATE			
1. NATIONALITY AND REGISTRATION MARKS N2631A	2. MANUFACTURER AND MODEL PIPER PA-22-135	3. AIRCRAFT SERIAL NUMBER 22-903	4. CATEGORY NORMAL
5. AUTHORITY AND BASIS FOR ISSUANCE This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation, except as noted herein. NONE			
6. TERMS AND CONDITIONS Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventive maintenance, and alterations are performed in accordance with Parts 21, 43, and 83 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.			
DATE OF ISSUANCE 08-10-95	FAA REPRESENTATIVE MARION W. WILLIAMS	DESIGNATION NUMBER SW-FSDO-OKC	
Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding \$1,000 or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.			
FAA Form 8100-2 (8-82)		GPO 592-804	

COMMERCIAL AVIATION FLEET



Funding and budgetary mechanism

AVIATION FEES



→ Different categories

→ Training:



Funding and budgetary mechanism

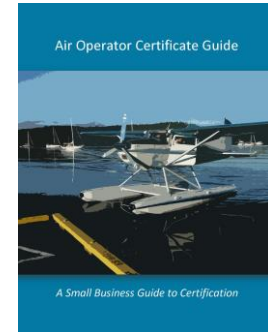
AVIATION FEES

→ Different categories

→ Simulators and Trainers:



→ Aircraft Certification:



Funding and budgetary mechanism

SANCTIONS



→ The purpose of sanctions:

→ Improper behavior

→ Protect public interest and collective safety

→ Deter



Funding and budgetary mechanism

SANCTIONS



→ Strengths of sanctions:

- Effective deterrence
- Legal reinforcement
- Corrective tool
- Standardization
- Generates potential public revenue for reinvestment



Funding and budgetary mechanism

SANCTIONS



→ Weaknesses of sanctions:

- Perception of revenue focus
- Unequal impact
- Risk of arbitrariness
- Appeals and legal challenges may burden the judicial system.
- Limited effectiveness

Funding and budgetary mechanism

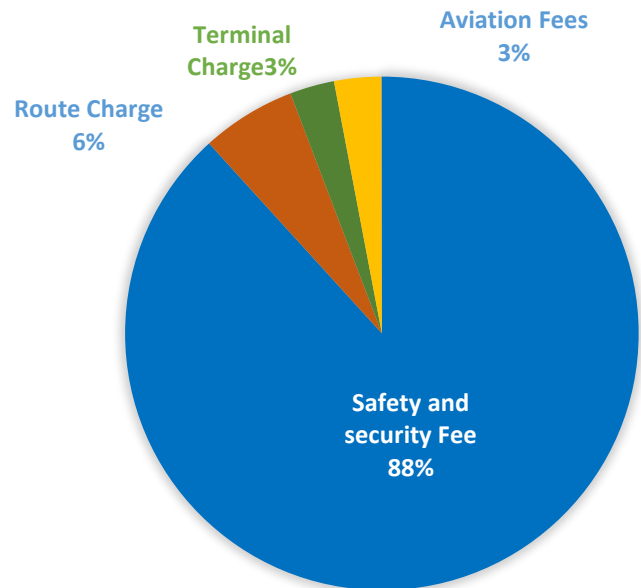
CONTRACTS



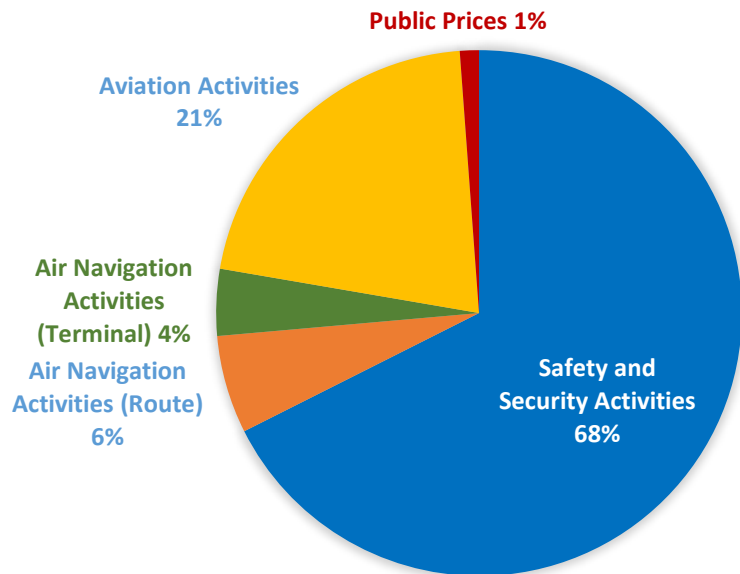
- Private Companies: Services contracts, Research and development, Rental for use of public spaces
- Other public bodies: Inter-administrative agreement, Collaboration contracts
- International Organizations: Projects, To manage funds
- Other revenue

Funding and budgetary mechanism

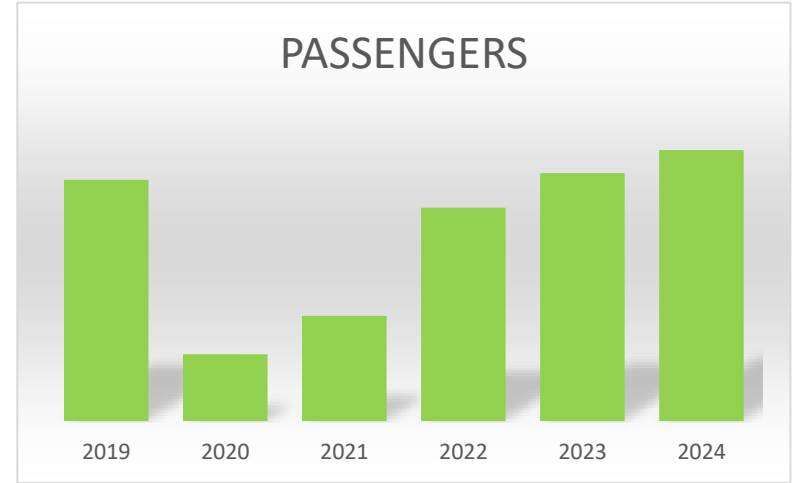
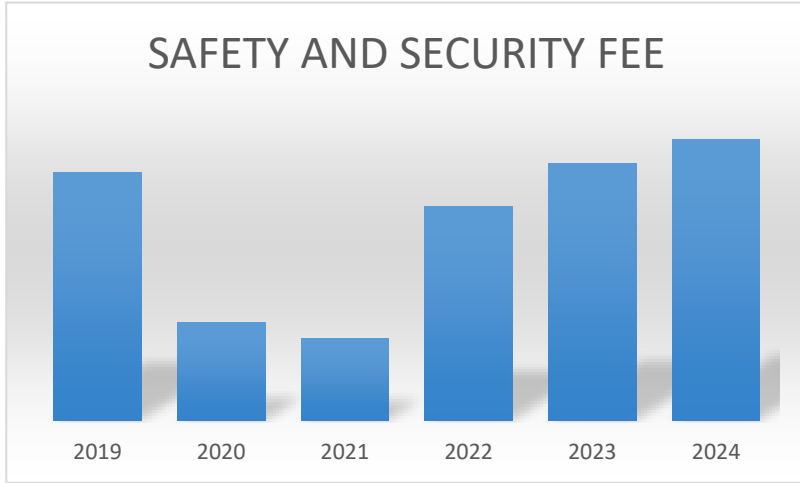
REVENUES 2024



COST STRUCTURE 2024







Funding and budgetary mechanism



→ Safety&Security Fee: Passengers boarding at a Spanish airport, regardless of subsequent intermediate stages that the flight may perform and of its destination.

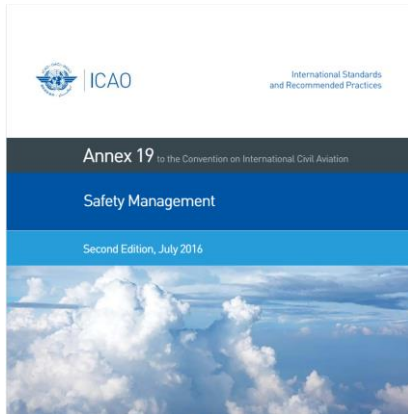
Funding and budgetary mechanism

	<u>FRENCH AVIATION FEES</u>
	<u>PORTUGUESE AVIATION FEES</u>
	<u>SPANISH AVIATION FEES</u>
	<u>ITALIAN AVIATION FEES</u>

Relationships with other aviation stakeholders



Relationships with other aviation stakeholders



Relationships with other aviation stakeholders

→ Objective

To ensure that individuals and organizations performing an aviation activity comply with safety-related national law and regulations

Relationships with other aviation stakeholders

→ HOW?

RELEVANT AUTHORITIES OR AGENCIES



Relationships with other aviation stakeholders

→ Key Points:

→ State commitment to aviation safety



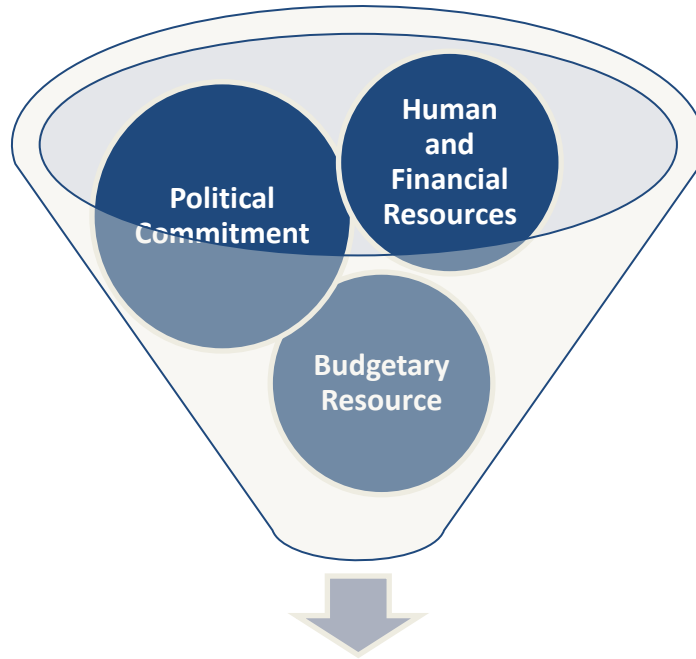
DIFFICULTIES



Relationships with other aviation stakeholders

→ Key Points:

STATES



Socio-Economic Benefits

Relationships with other aviation stakeholders

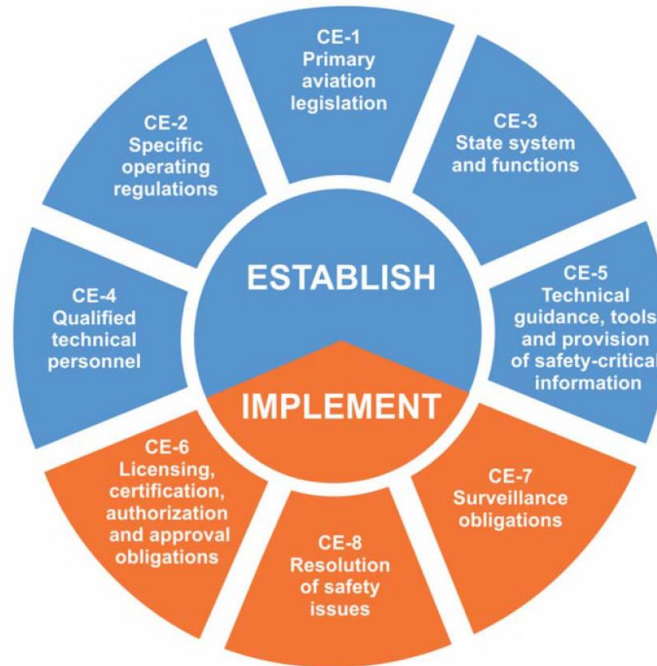
→ Key Points:

- States need to find a balance between the cost of establishing and sustaining their CAA and the ability of the industry and stakeholders to contribute to the funding of such a system



Relationships with other aviation stakeholders

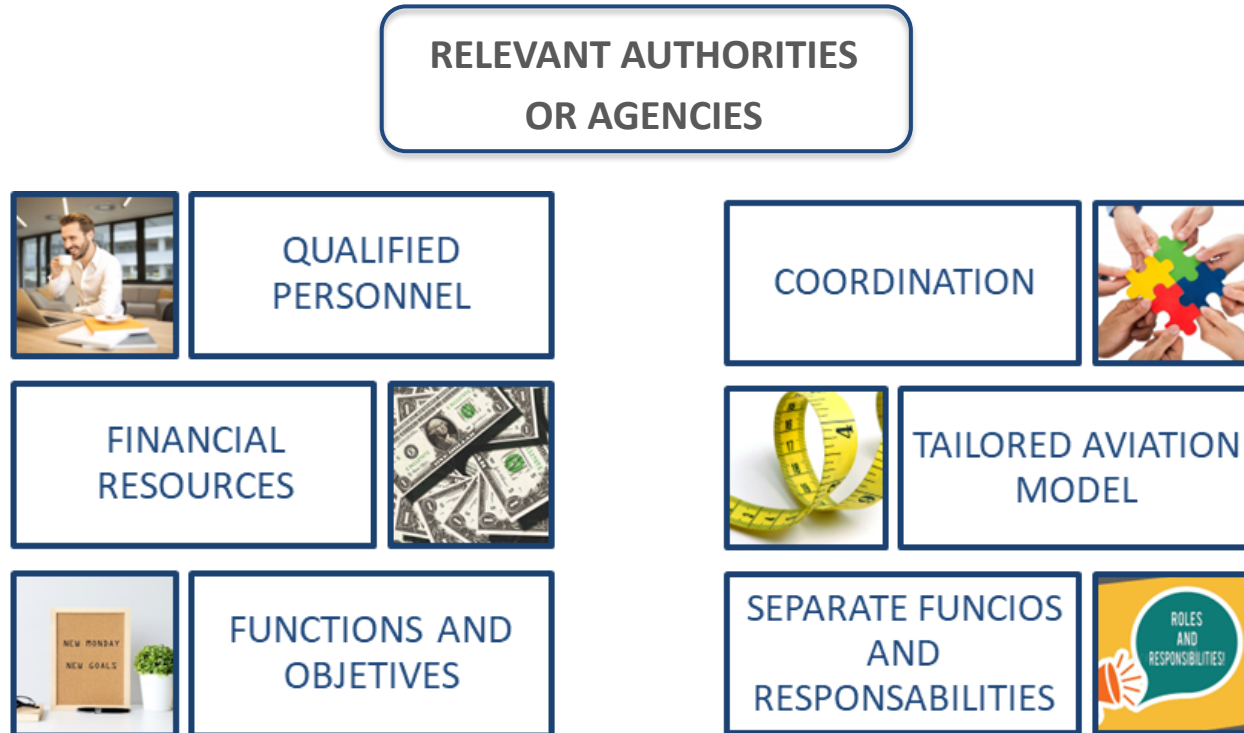
→ State Safety Oversight (SSO) System critical elements (CEs)



Doc 9734.
Safety
Oversight
Manual

Relationships with other aviation stakeholders

→ State System and Functions (CE-3)

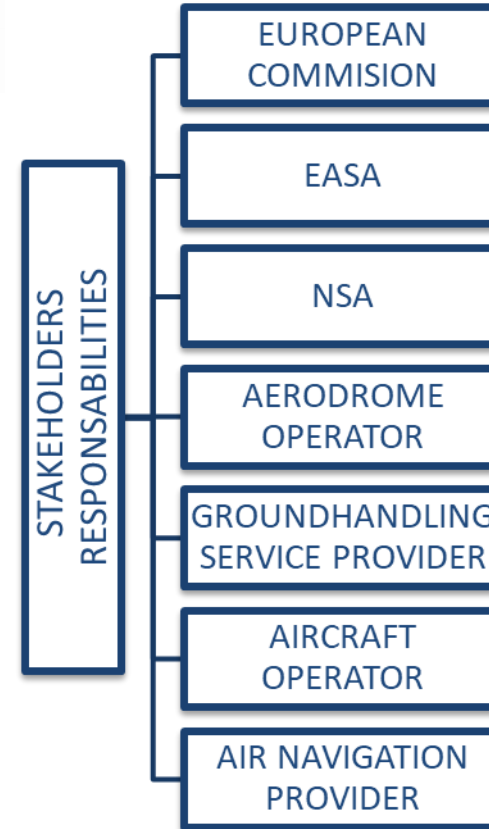


Relationships with other aviation stakeholders

→ OUTLINE RESPONSABILITIES



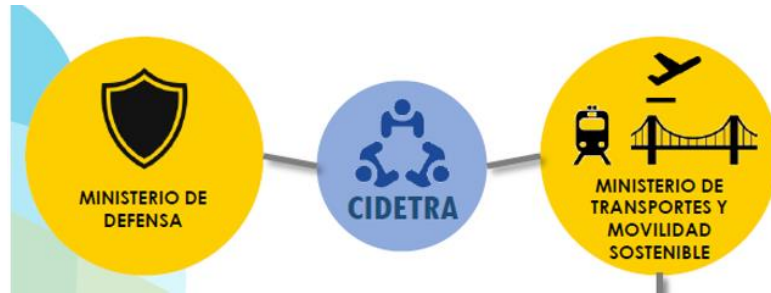
REGULATION (EU) 2018/1139 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency



Relationships with other aviation stakeholders

→ COORDINATION RELATIONSHIPS

→ INTERMINISTERIAL DEFENCE-TRANSPORT COMMITTEE (CIDETRA)



→ SPANISH FACILITATION COMMITTEE



Relationships with other aviation stakeholders

→ WORKSHOPS AND MEETINGS



III Jornada de Certificación Continuada de Aeropuertos

12 marzo



Fortalecemos la hoja de ruta de los servicios de navegación aérea de España

AESA reúne al sector para preparar el nuevo Plan de Rendimiento

La sede del Ministerio de Transportes y Movilidad Sostenible acogió la reunión organizada por la Dirección de Navegación Aérea (DNA) de AESA con representantes del sector aéreo de nuestro país para preparar el Plan de Rendimiento correspondiente al cuarto periodo de referencia, que comprenderá de 2025 a 2029.

El objetivo de este Plan es proporcionar un marco para obtener mejores resultados en los servicios de navegación aérea de España. En él, se detallan cuatro áreas de actuación clave para desarrollar en cinco años: **Seguridad, Capacidad, Medioambiente y Rentabilidad.**



Patricia Alonso, Elena López y Luis Miguel González, técnicos de la Dirección de Navegación Aérea de AESA; Patricia Nieto, jefa del Servicio de Supervisión Económica y Performance de AESA; Patricia Pérez, directora de Navegación Aérea de AESA; y Andrés López, subdirector de la DGAC.

Jornada de Inspección en Rampa para operadores TAC

29 febrero



Jordania y Egipto | Mostramos nuestro Sistema de Gestión



Reunimos a las Organizaciones de Producción POA en un webinar

21 de marzo



Representan organizaciones de Producción Operativa (POA) de: Defensa, Espacio online al Organiza Diseño, Aeronave el pasaje nuestra

Relationships with other aviation stakeholders

→ COLLABORATIVE RELATIONSHIPS

→ SEMINARS, CONFERENCES



Relationships with other aviation stakeholders

→ TRANSPARENCY IN PUBLIC MANAGEMENT

→ TRANSPARENCY PORTAL OF THE GENERAL STATE ADMINISTRATION



→ QUALITY SURVEYS FOR THE SECTOR



THANK YOU

FOR YOUR ATTENTION



ANY QUESTIONS

Thank you for your attention



European Union Aviation Safety Agency

easa.europa.eu/connect



Your safety is our mission.

An Agency of the European Union

