



European Commission



*A European Community
Contribution to World
Aviation Safety
Improvement*

*Singapore
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Community Aviation Safety Improvement Strategy

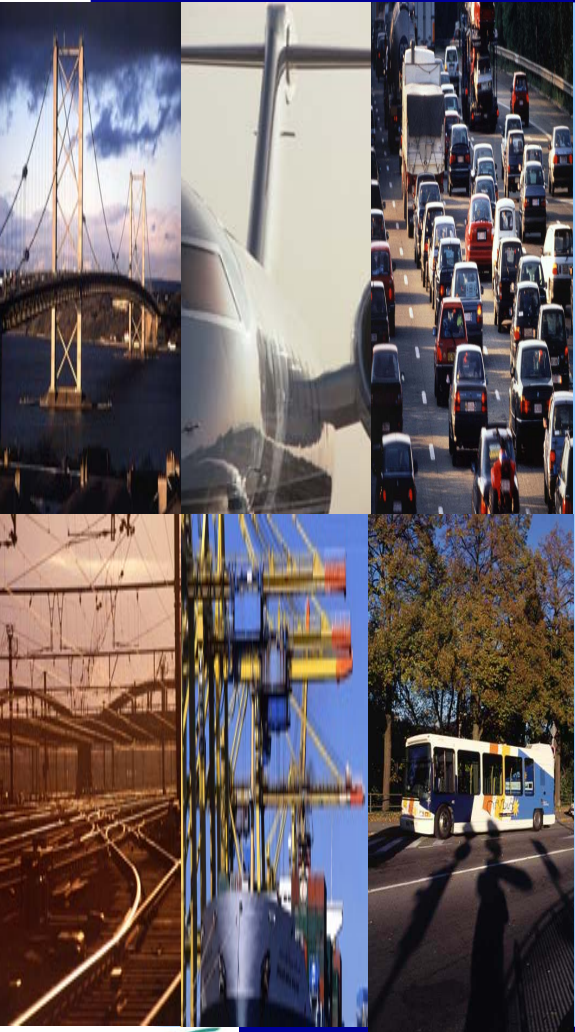


In the wake of the Puerta Plata accident, in February 1996, EU Members States called upon the Commission to devise proposals to improve the safety of both the public travelling in the air and the citizens living around airports.





Community Aviation Safety Improvement Strategy



➤ *Creation of a European Aviation Safety Authority - **EASA***

For third countries... 2 Main Elements :

➤ *Directive on the safety of third country aircrafts using Community airports - **SAFA***

➤ *Support to **TA Projects** helping third countries to improve their own oversight of aviation safety*



European Aviation Safety Agency

Regulation EC 1592/2002

EASA came into being on 28 September 2003

Its Tasks :

- *Assist the European Commission to shape new rules for aviation safety*
- *Manage directly some executive tasks (certifications, inspections,...)*





EASA Competences

Currently...

- *Certification of aircrafts and related products, parts and appliances, design and production organisations;*
- *Approval of organisations and personnel engaged in the maintenance of these products;*

Later...

- *Air operations;*
- *Licensing of air crew;*





EASA International Dimension



EASA will progressively be able to :

- *provide technical assistance to the Commission in contacts and negotiations with the aeronautical authorities of third countries and international organisations competent for civil aviation safety;*
- *assist the European Community and its Member States with their co-operation and assistance activities with third countries.*





EASA Results



A SIMPLER AND STRONGER REGULATORY SYSTEM

All basic regulations adopted by the EU legislator and implementing rules adopted by the European Commission are binding and directly applicable in all EU member states (25 countries as from May 2004).





Safety of third country aircrafts using EU airports (SAFA)



SAFA Programme launched by ECAC in 1996

- **Bottom-up approach** (starting from ramp inspections of airlines landing in ECAC states)
- Compliance with **ICAO standards**
- **Non discriminatory** (applies to all aircrafts from ECAC and non-ECAC states)
- European Commission directly involved in the SAFA Programme





Safety of third country aircrafts using EU airports (SAFA)



***The EU Directive** – to enter into force in 2006*

- *Provisions made to ensure that third country aircraft, their operation and crew are inspected.*
- *Member states required to ensure collection and exchange of information.*
- *EU obligations fulfilled by participating in the ECAC programme.*
- *EU aircrafts/operators have to comply with more stringent requirements*





ICAO Audits

ICAO audits have revealed the following deficiencies to be common to many countries :

- *Primary aviation legislation - out of date.*
- *Institutional structures - regulators lack authority.*
- *Qualified personnel - too few.*
- *Financial resources - aviation revenue diverted to other activities.*



Current means to address the problem from an EU point of view

Two main avenues of action:

- 1. Consolidate and strengthen the monitoring role of ICAO*
- 2. Further develop technical assistance activities to assist States to fulfil their ICAO commitments*



Commission Initiatives - 1



➤ *Co-operate with JAA and Eurocontrol to assist future EU members, and some third countries, to conform to Community requirements*

➤ *Assist ICAO to implement and enlarge its USOAP*



Commission Initiatives - 2



➤ ***Increase resources** to finance recovery programmes as identified in co-operation with ICAO, JAA and Eurocontrol*

➤ ***Co-ordinate** actions taken by Member States and the Commission*



ICAO COSCAPs Currently Supported By The EC (DG TREN)



COSCAP-SA - *Bangladesh, Bhutan, India, Maldives, Nepal, Pakistan and Sri Lanka*

COSCAP-SEA - *Brunei, Cambodia, Hong Kong, Indonesia, Laos, Macao, Malaysia, Myanmar, Philippines, Singapore, Thailand and Vietnam*

COSCAP-NA - *China, DPRK, Mongolia and ROK*

*New projects to be launched in **Africa** :*
COSCAP-UEMOA and COSCAP-SADC





ICAO COSCAPs Main Advantages

- ✓ *Based on ICAO Audits*
- ✓ *Regional approach*
- ✓ *Flexibility*
- ✓ *Sustainability of activities*
- ✓ *Cost effectiveness*



Other Air Safety Projects in Asia Currently Supported By The EC



- ***China*** - *EUR 10m*
- ***South and South East Asia*** - *EUR 15m*
- ***India*** - *EUR 18m*

These projects are launched by DG AIDCO and managed by AECMA (European Aeronautical Industries).



Other Air Safety Projects in Asia Currently Supported By The EC



*The purpose of these **bilateral** projects is in two folds :*

- *To enhance **Air Safety** in every aspect of civil aviation operations, from the Design Phase to the Flight crews licensing;*
- *To foster **Business relations** and joint ventures between European and Foreign aerospace Industries in the field of civil aviation.*



Other Air Safety Projects in Asia Currently Supported By The EC



*The main scope of activities is related to Air Safety : The projects are mainly dealing with **Airworthiness** and **Regulatory matters**, in particular as far as the following subjects are concerned :*

- ✓ *Regional Harmonisation, Air Law and General Organisation,*
- ✓ *Flight Standards,*
- ✓ *Certification Standards,*
- ✓ *Airline Operational Safety*



Other Air Safety Projects in Asia Currently Supported By The EC



The Projects are also dealing with the following components :

- ✓ *Air Traffic Management and Control,*
- ✓ *Production and Industry Management,*
- ✓ *Airline and Airport Management,*
- ✓ *Product Support and Maintenance Organisation.*



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THANK YOU !

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