

ELEVENTH AIR NAVIGATION CONFERENCE

Montreal, 22 September to 3 October 2003

Agenda Item 2 Safety and security in air traffic management : (ATM)

EUROPEAN COMMUNITY COOPERATION WITH THIRD COUNTRIES

(Presented by the European Commission)

SUMMARY

The global nature of the aviation industry means that the European Community must look beyond the geographical limits of the EU member countries when forming its policies relating to aviation safety. The basis of the Commission's international policy is the design and implementation of remedial work in response to ICAO's Universal Safety Oversight Audit Programme (USOAP) findings. Accordingly, the European Commission has engaged the services of ICAO, the Joint Aviation Authorities and EUROCONTROL respectively to manage a series of projects world-wide.

At the same time European Union Member States have been invited to complement the Community action by supporting ICAO's audit programme and by increasing their financial assistance for the implementation of remedial projects in countries outside the European Union.

1. INTRODUCTION

1.1 The global nature of the aviation industry means that the European Community must look beyond the geographical limits of the EU member countries when forming its policies relating to aviation safety. European Union airlines and citizens fly world-wide and non-European Union airlines fly into European airports.

1.2 The global reference for safety standards is the criteria developed by ICAO. ICAO was recently entrusted by its members, with the role of auditing the level of compliance of States with ICAO criteria.

1.3 The audits conducted under the ICAO Universal Safety Oversight Audit Programme (USOAP) are, of course, a significant step towards improved safety standards. However, it is the next step, the design and implementation of remedial work which is essential to bring about substantial improvement. With this in mind, the European Commission is cooperating with ICAO, European Industry, European Organisation for the Safety of Air Navigation (EUROCONTROL) and the Joint Aviation Authorities (JAA), the current European body responsible for developing aviation safety criteria. This cooperation takes the form of financial support for projects which are aimed at providing remedies for those deficiencies identified in the ICAO audits of countries outside the European Union.

2. REMEDIAL ACTIONS

2.1 In recent years, in the light of its audit findings, ICAO has increasingly stressed the need to enhance flight safety oversight capabilities. However, to ensure a long-term sustainable regulatory oversight capability and, at the same time make available specialist expertise, such as cabin safety and dangerous goods experts, in a cost effective manner. States are encouraged to participate in arrangements to share human resources with other States in their region and at the same time to mutually harmonise their regulations. Such regionally pooling arrangements of expensive specialist staff have become generally known as “Cooperative Development of Operational Safety and Continuing Airworthiness Programmes (COSCAPs)”.

3. A EUROPEAN COMMUNITY CONTRIBUTION TO WORLD AVIATION SAFETY

3.1 The Commission through the Directorate of Air Transport of its Directorate General of Energy and Transport, supports the following regional programmes of ICAO:

- a) *COSCAP South Asia — Bangladesh, Bhutan, India, Maldives, Nepal, Pakistan and Sri Lanka;*
- b) *COSCAP Southeast Asia — Brunei Darussalam, Cambodia, Hong Kong China), Indonesia, Lao PDR, Macao (China), Malaysia, Myanmar, Philippines, Singapore, Thailand and Viet Nam; and*
- c) *COSCAP North Asia — China, North and South Korea, Japan and Mongolia.*

3.1.1 Support is being given to JAA for its management of a similar type of programme as follows:

- a) *establishment of the “Agencia Centro Americana de Seguridad Aeronautica (ACSA)” — Belize, Costa Rica, El Salvador, Guatemala, Honduras and Nicaragua.*

3.2 Investment in COSCAP arrangements is an extremely cost-effective way to bring about safety improvements. It produces a potential benefit to several countries simultaneously. The Commission

hopes, in the near future, to be able to support further COSCAP arrangements, particularly in Southern and West Africa.

3.3 In addition, through the EuropeAid Cooperation Office the Commission is funding aviation projects in China, India, Cyprus and South and Southeast Asia (15 countries). Except for Cyprus, the foregoing projects are managed by the European Association of Aerospace Industries (AECMA).

4. BROADENING THE SCOPE OF EUROPEAN ACTIONS

4.1 As the scope of the USOAP is broadened to cover assessments against the criteria contained in an increased number of ICAO Annexes, the European actions must react accordingly.

4.2 The most recently launched project is entitled, “Aviation Safety and Air Traffic Control” which forms support to Albania, Bosnia, Croatia, former Yugoslavia Republic of Macedonia (FYROM), Serbia and Montenegro. This project is managed by Eurocontrol supported by JAA. Its aims are as follows:

- a) establish highly professional CAAs;
- b) develop Regulations and Procedures for aviation safety;
- c) develop Air Navigation Services to international standards;
- d) prepare and adopt strategies and policies for developing air transport; and
- e) prepare human resources by training of all type of staff — regulator and service provider.

4.3 At the same time European Union Member States have been invited to complement the Community action by supporting ICAO’s audit programme and by increasing their financial assistance for the implementation of remedial projects in countries outside the European Union.

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