



Presentation of Mr Patrick Goudou,

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to the Committee for Transport and Tourism of the European  
Parliament

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## **1. Introduction**

**Honourable Members,**

It is an honour and a pleasure to speak before your Committee again. I am grateful for the invitation. I see many familiar faces, but I realise there are also new Members who have not yet been **involved in the very fruitful dialogue that the Agency has had with the European Parliament.**

I am particularly grateful for the support this Committee has shown towards the Agency and **the interest it shares with us to maintain and improve aviation safety** in Europe.

**I have therefore decided to concentrate my presentation on current issues on which I believe the Parliament has a strong interest and an important role to play.**

But before I turn to these issues, I think it is important to summarise where the Agency stands today in terms of staff and resources.

## **2. Size of the Agency 2009-2010**

Today, the Agency, located in Cologne, has a total of almost 500 employees of which the large majority are Temporary Agents from all Member States. By the end of 2010 we expect to employ a total of more than 600.

We already have foreign representatives posted in the United States and China and more are planned for the main aviation regions in the next years.

### **Budget situation**

Our total budget in 2009 is 125 million Euros which is expected to increase to 137 in 2010. Roughly three quarters derive from fees we charge to industry, one quarter comes from the Community budget.

Let me be very clear on this point and repeat what I said in my last presentation to you. **I believe we have sufficient resources to achieve today's tasks.**

The Agency must however also in the medium and long term be **guaranteed the necessary resources to undertake all the new tasks** we have been given.

### **3. Extension of the Agency's competencies**

#### **First extension**

As regards the first extension of our responsibilities, which include new tasks in the areas of Flight Operations, Pilot Licenses and authorization of Third Country Operator (TCO) we are on schedule.

The Agency has concluded practically all the necessary public consultations on its proposals (except TCO).

Where there is already Community legislation, for example EU-OPS, we try to maintain as much as possible substance in order to minimize the impact on stakeholders as far as possible.

#### **FTL**

As agreed between the Council and Parliament, we commissioned and published a study on Flight Time Limitations as requested. The study caused hefty reactions from both airlines and pilot unions.

Some airlines have even complained about the study to Commissioner Tajani.

We are now evaluating together with the Commission and stakeholders how the results of the study should be included. We are taking into account current international developments by ICAO and FAA on crew fatigue risk management.

**We think operators should include Fatigue Risk Management Systems as part of their global Safety Management Systems.**

## **General Aviation**

The Agency also recognizes the importance of general aviation in Europe and aims to alleviate the administrative burden on this sector, without compromising safety:

The European Light Aircraft (ELA) concept is an example of this initiative.

The European Leisure Pilot License is another project which is designed to revitalize General Aviation in Europe.

## **Second Extension**

As regards the second extension in areas of air traffic management and airports, we have made the necessary preparations.

But the time-frame is nevertheless ambitious.

And, as regards both the first and the second extension, the necessary resources are a precondition to the successful implementation of our new tasks.

I look forward to your support when these resources are debated in detail.

## **4. Current safety topics**

### **Child Protection Systems**

Let me turn to a subject which I know is of special concern to some of you, and of many parents and guardians of small children travelling by air.

I am referring to the discussion about Child Protection Devices.

The Agency has been analyzing the situation carefully and has come to the following conclusions.

International practice regarding the use of child protection devices (CRD) has varied considerably. Regulation EU OPS leaves it to national authorities which systems are approved.

Nearly all Member States\* have since many years used a supplementary loop belt to secure infants under two years without reporting any problems.

A study\*\* undertaken for the Agency found that statistically there is - thankfully - little data from incidents to suggest that the common practice of European airlines is unsafe.

The scientific analysis however indicates potential safety benefits of child seats.

**Clearly, the Agency needs to act. And airlines need to enable children to travel in specialized child seats, if their parents want this.**

First, the Agency has already certified a specially designed child seat which is being used by an EU operator. We urge the industry to come up with new solutions; we are ready with our experts to help facilitate certification.

Secondly, we think operators should provide clear information on which child seats they accept on their planes.

I am pleased to say that a number of airlines\*\*\* are already doing so. **We will ask all European operators to provide such information.**

Thirdly, we will negotiate with our international partners, in particular with the FAA and at the ICAO level, what has to be done to maximize child protection at the global level.

We of course reserve the right to introduce more restrictive measures at any time should we see that operators are not cooperating.

\*Prior to EU OPS, the loop belt was only forbidden in Germany.

\*\* The study is available on request by the Agency.

\*\*\*The Association of German airlines has published a list of all types of child seats accepted by its member airlines.

## **AF 447**

Honourable Members,

Much has been said and written about the tragic accident of Air France Flight 447 on 1 June.

The accident investigator has until the present not identified the precise cause or causal connection of the accident.

The Agency continues to do everything to help the French accident investigators in our areas of responsibilities. Our co-operation has at all times been very good.

In addition, **the Agency has taken its own decisions and precautionary measures.**

On 9 June, the Agency issued a safety information bulletin with operational recommendations.

A careful technical analysis is currently on-going and tests are being carried out.

**But it would be very unwise to put the blame on anybody, or on anything, without having all the facts on the table.** As a safety regulator, we cannot let ourselves be guided by the media or individual pressure groups. We must base our decisions on safety criteria only.

Safety is our priority in all we do, whether it is certification or new rules we propose.

And let me emphasize at this point: **We only make new proposals if we are convinced they serve to maintain or improve safety.**

## 5. The State of Aviation Safety in Europe

So what is the general state of aviation safety? Let us look at the facts from the **Agency's own Safety Analysis**, summarized in our **Annual Safety Review**.

On the positive side, the worldwide fatal accident rate has continued to drop over the last decade. Europe continues to have one of the best safety records in the world. But it is not good enough! We are still behind North America, and the trend is not very good. Two accidents in particular, Spanair last year, and Air France this year, have had a negative impact on the generally low accident rate.

I believe maintaining a low accident rate for commercial air transport remains our biggest challenge. Each incident must be properly reported according to European legislation. However, I see two major problems here:

**First, the existing legislation is not fully implemented across Europe. The legislation needs to be reinforced, as planned by the Commission.**

Second, the **Agency's role needs to be strengthened in this area. We need full access to all relevant data, which is not currently the case.** The Agency and the National Authorities should organise together the analysis of those incidents and accidents.

We are also increasingly aware of human factors as being critical for safety. I personally believe more efforts are needed in the area of **flight crew training**. The Federal Aviation Administration (FAA) of the USA shares our view.

**EASA is therefore holding a major international Pilot Training conference on 24 November in Cologne to discuss further action in this area.**

In addition, the Agency has, together with industry, initiated specific Safety Teams for Commercial Air Transport, (ECAST), Helicopter Safety, (EHAAT) and General Aviation (EGAST) to develop safety actions for each area.

## 6. European Aviation Safety Programme

I believe these initiatives are the first step towards a more comprehensive strategy. It is not sufficient to be reactive in aviation safety. After 6 years in operation, **EASA has to take a more proactive role.**

We need a **strategy that reaches into the future.** We need to have **precise targets** for achieving aviation safety.

**I believe we have the knowledge and resources in Europe to become the safest region in the world.**

In the light of recommendations by the International Civil Aviation Organization (ICAO) we need to develop in partnership with the Member States and the European Commission a **European Aviation Safety Programme.**

This will be the European answer to the ICAO concept of the “State Safety Programme”.

The Programme will describe how Aviation Safety is organised in the Union and what actions are necessary at the European level.

The Agency clearly can't do this alone. **Aviation Safety in Europe is a system.** We need to take on board all major partners at all levels:

The European Union, the national governments and their authorities, and industry all have an important role to play.

The Agency will shortly propose details for a steering group which will set the agenda for the European Aviation Safety Programme.

Ladies and Gentlemen,

in the time available, I have tried to highlight some of the Agency's current priorities. There are of course many more topics.

I look forward to the discussion with you in the next 5 years during which I hope you will find time to visit the Agency in Cologne.

You are very welcome.

Thank you for your attention.