



KEY ISSUES

Workshop

« Working together for safety
within the single European sky »

Köln, 16 October 2008



The event



- ✈ Jointly organised and moderated by EASA and EUROCONTROL
- ✈ 150 participants from all segments of civil aviation community
- ✈ Key Note speech by Mr. R. Salvarani (EC DG-TREN; Head of Unit F3)
- ✈ Speakers from AEA, ASD, CANSO, EASA, ESA, ETF, EUROCONTROL, IFATCA, SESAR-JU

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Key messages



- **"Total System"** approach
 - Ultimately only EASA rules for safety
 - "Horizontal" perspective also for other forms of regulation
- **Avoid duplication**
 - Rulemaking
 - Verification activities by industry
- **Proper interfaces** among Agencies (EASA, EUROCONTROL, SESAR-JU)
- **Target dates**
 - 2010: Basic Regulation amended
 - End 2012: EASA implementing rules
- **EASA and EUROCONTROL** to commence drafting the roadmap – **now!**



EUROPEAN COMMISSION



- ➔ ATM/ANS part of EU Aviation Safety policy
 - ➔ Community is the legislator
 - ➔ Control of compliance is with EASA
 - ➔ EASA certification of « continental » systems
- ➔ EP and Council process under way
- ➔ First reading by EP expected spring 2009
- ➔ This event kicks-off the transition plan:

please work together from NOW!



Stakeholders views



EASA & EUROCONTROL

- Safety → an integral part of SES
- Two Agencies - mutually key partners
- **Realistic roadmap for transition**
- Civil/Mil & pan-European dimensions
- Support to implementation
- Proportionality and subsidiarity
- ...working together on the challenges
→ **from NOW!**

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Stakeholders views



Operators, providers & developers

- ✈ **EASA extension supported** - details to be fixed (e.g. systems and "continental" providers) and limited to a safety role
- ✈ ...but **build upon SES** → "gaps" first! (Continuity of certifications already issued)
- ✈ Combine/streamline/improve **verification schemes**
- ✈ SESAR to provide **safety evidence** from earlier work
- ✈ Strengthen oversight of NSAs → **standardisation**
- ✈ **Space segment is part of ATM** (certification by EASA but need for detailed rules and specifications)
- ✈ **Industry to be involved** in the development of the roadmap for transition (should avoid duplication of activities)



Stakeholders views



Manufacturing industry

- Exploit **industry capabilities** (e.g. EUROCAE)
- **Declaration of conformity** by manufacturers to remain the principal tool (for verification of produced items)
- Community Specifications and/or some form of approval of the manufacturer possible
- **4 families of ATM/ANS systems** ("unique" ACC/TWR; satellite systems; airborne parts; ground constituents produced in series) rules tailored to different families
- Safety Standard Consultative Committee (SSCC) to be reorganised in parallel to EASA's extension



Stakeholders views



Social partners

- **Humans assets** → without them the functioning of modern technology would be impossible
- Continue efforts for a « **just culture** »
- Common competency schemes for all ATM/ANS professional tasks (**not only ATCOs and ATSEPs**)
- **Regulate organisations** more than technology
- **Re-think regulation** in the light of increased system complexity
- **Social partners want to support EASA** in the development of rules



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**Thank you for your
participation**

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