



**Workshop “Working together for safety within the Single European Sky”  
Cologne, 16 October 2008**

**Opening remarks by Patrick Goudou  
EASA Executive Director**

Dear David, dear Roberto,  
Dear colleagues,  
Ladies and Gentlemen.

**Welcome to EASA and welcome to Cologne!**

I am glad to see that so many participants are ready to discuss one of the most current topics in European aviation.

"Working together for safety within the Single European Sky" is a challenge for many different stakeholders involved. **It is also a response to the expectations of millions of European citizens.**

**One of the main conclusions of last week’s SES seminar organised by the European Commission, was that the necessary legislation is on track, but the decisive issue is *implementation*.**

Today’s workshop brings together **key actors who will be involved in precisely that implementation.**

The list of speakers shows the complexity of the ATM and ANS system and the diversity of stakeholders involved.

The purpose for this seminar is to **prepare the ground** for the future implementation for the SES II package - and to help the European legislator as well as stakeholders to make progress with this important dossier. It is our intention to deepen the understanding of issues needing to be solved.

**It is our common understanding today that safety is an integral part of the SES package, and, that in order to achieve effective regulation, we need the involvement of *all* stakeholders.**

**To reach our common objective, we of course need a solid technical and legal basis.**

We need to go from a patchwork system to an integrated system which will enable a smooth and safe transition from the current legal framework to a new framework.

**In particular we need a close cooperation between Eurocontrol, SESAR and EASA.**

**As for our part, the part of EASA, I have always made clear that we will focus entirely on safety, which is our main mission.**

**It is our goal to ensure the expected growth in traffic progresses safely and that those entities who manage air traffic operate according to the highest common safety standards.**

The role of EASA is to cover the entire aviation safety chain in its scope of competence and to contribute to the **total system perspective** respecting the **pan European dimension**.

EASA will act as a strong and independent European safety regulator, to help to establish for aviation safety **high uniform essential requirements** across the entire Community.

The rationale for a single European safety regulator is increased competitiveness through simplification of rules and streamlined procedures, with one word: **efficiency**. This will also help our Member States vis-à-vis their obligations in ICAO.

It is also our objective to ensure that new rules are **proportional** and do not disrupt or create difficulty to the existing system.

At the same time, as far as possible, we aim to be a **“light regulator”** which **avoids overregulation**.

In the domain of ATM/ANS the Agency will only carry out certification tasks in very limited cases. We are committed to the principle of **subsidiarity**,

which means that it is for the national competent authorities to implement Community legislation.

In this respect I am also personally very committed to closely cooperate with the national authorities of the Member States.

Ladies and Gentlemen, based on these key principles, I want to invite you to develop together the plan for the way forward. It is a challenging task, but a rewarding one with clear benefits for the aviation sector and for European citizens.

Thank you for your attention!