



# **EASA Workshop on Single European Sky II (SES II)**

## **The views of the airlines on safety of the airspace**

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**ADRIA**  
ADRIA AIRWAYS

**Aer Lingus**

**AeroSvit**

**AIR FRANCE**

**AIR MALTA**

**Air One**

**Alitalia**

**Austrian**

**bmi**

**BRITISH AIRWAYS**

**brussels airlines**

**cargolux**

**CROATIA AIRLINES**

**CSA CZECH AIRLINES**

**CYPRUS AIRWAYS**

**DHL**

**FINNAIR**

**35 member airlines:**  
**Network carriers with a global reach**

**11,865 flights a day**

**615 destinations in 165 countries**

**380 million passengers**

**7 million tonnes of cargo**

**426,000 employees**

**2,660 aircraft**

**Total turnover of €79 billion**

**IBERIA**

**ICELANDAIR**

**Jat Airways**

**KLM**

**LOT**

**Lufthansa**

**LUXAIR**

**MALEV**  
**OLYMPIC**

**SAS**  
Scandinavian Airlines

**Spanair**

**swiss**  
Swiss International Air Lines

**TAP** TAP PORTUGAL

**TAROM**  
Romanian Air Transport

**TNT**

**TURKISH AIRLINES**

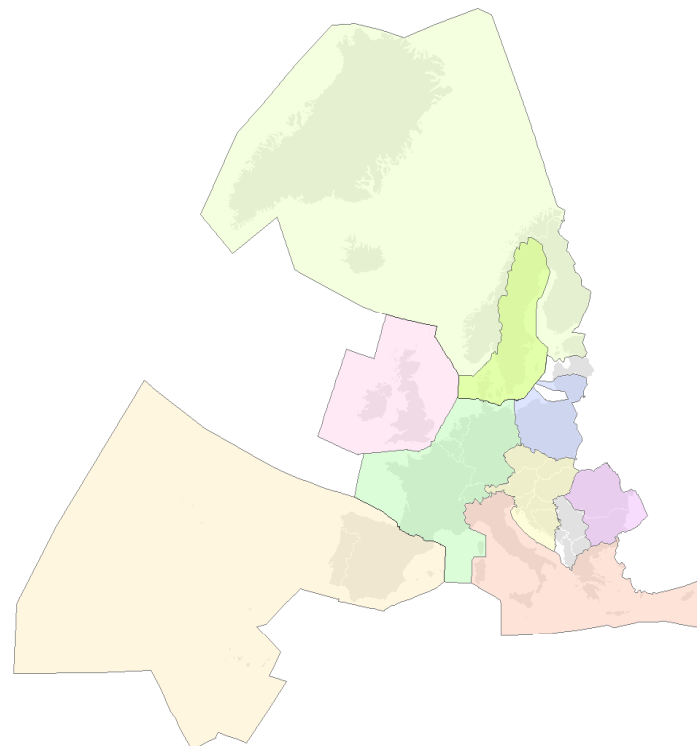
**Міжнародні Авіалінії України**  
**Ukraine International Airlines**

**Virgin atlantic**



## AEA vision for Single European Sky (summary)

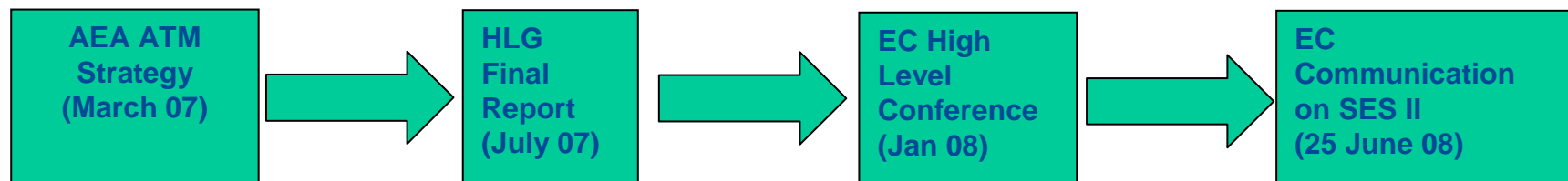
- **SES** consisting of few Functional Airspace Blocks (FABs) driven by performance requirements
- Independent economic regulation for monopoly ANS Providers including performance target setting at European level
- Ancillary services (Meteo and Training in particular) to be organized in competition
- EASA as single safety regulator for all aspects of the value chain with increased public funding
- Improved civil/military coordination
- A slimmed down Eurocontrol adapted to single sky & SESAR
- SESAR delivering quick wins with public funding for implementation to support transition costs



## AEA ATM Strategy: significant progress, EASA extension part of AEA's High Level Vision



- The AEA ATM Strategy as adopted by the AEA Presidents Committee last year is now an important pillar of the AEA emissions containment policy along other measures.
- The final report of the High Level Group which was delivered in July 2007, is broadly in line with the AEA vision.
- The EC High Level Conference (22<sup>nd</sup> January 2008) confirmed the widespread support for the Commission to table a 'second package' to the Single European Sky legislation in line with AEA (issued on 25<sup>th</sup> June 2008)



## EASA extension: AEA position



- In 2002, the European Aviation Safety Agency (EASA) was created as an EU Agency based in Cologne responsible for aviation safety in the field of aircraft certification and maintenance.
- In 2008, EASA's scope was extended to flight operations, flight crew licensing and oversight of third country operators flying to the EU (ref Regulation 216/2008).
- In the near future EASA's scope will be extended to ATM and airport safety to ensure EASA becoming the safety regulator for all aspect of the aviation value chain.
  - The AEA strongly supports this principle of EASA extension to ATM & airport safety which is a logical consequence of the common EU aviation market, which requires a single safety regulator

# EASA extension: issues and lessons learned (1)



- The lack of EU public funding to EASA's budget is a major concern which could result in EASA failing to meet its safety mission.
- The chronic underfunding of EASA together with a lack of long-term vision on required resources and funding is unacceptable from a safety point of view.
- The current system of partial public funding together with fees and charges is in contradiction with the need for EASA to be an independent safety regulator which therefore should not rely on funds from the industry.
  - The funding mechanism of EASA should be reconsidered. All EU institutions (Commission, Council and Parliament) to commit to drastically increase EASA's public funding

## EASA extension: issues and lessons learned (2)



- **Need to rebuild a partnership:** industry, airlines and Authorities in Europe to improve safety through direct participation of industry and airlines to working-groups drafting new rules.
- This does not mean that JAA should be reinvented but one of the good results of JAA has been **improved safety levels through such a partnership in rulemaking**
- **Aviation safety rules can not be written in isolation** without involvement of experts from the airlines and industry
- There is a need to ensure that EASA rulemaking remains focused on real safety issues rather than other agenda's,
- **Safety Rules should be driven by safety objectives not by bureaucracy or legal constraints.** In case of legal constraints, the law should be changed rather than enforcing rules without safety justification

## EASA extension: less new rules, more enforcement



- **Link between EASA and NAAs needs to be strengthened.** Rather than creating new unjustified rules for operators that might not be properly applied by those NAAs lacking capability, EASA should create rules defining what is considered to be an acceptable NAA.
- EASA should also invest more resources into **training the NAAs** on the applicable EASA safety rules.
- A lack of capability at some NAAs might become a problem if new airlines lacking safety culture are created in those countries, especially as result of the EU enlargement.
- **A lack of standardization within EASA** would also undermine the level playing field within the common EU aviation market. Therefore, it is crucial for the EU common aviation market that EASA has the resources to provide a proper inspection and training of all the EU NAAs.





- Eurocontrol needs to adapt to SES and SESAR
- Transition needs to be managed and Eurocontrol will play an important role during the transition
- But: no need to keep duplicated ATM safety resources at Eurocontrol once EASA has build up the competence > need to set a sunset close for all Eurocontrol SRC/SRU activities and resources
- The AEA calls on the EU Member States to ensure that a roadmap is developed to phase out the Eurocontrol Safety Regulation (SRC/SRU) activities and to migrate them into EASA.
- In this context, the AEA would like to refer to the successful model used for JAA (FUJA report endorsed by all ECAC DGCAs) which could be extended to the Eurocontrol SRC/SRU functions as well.

# Successful implementation of the SESAR master-plan depends on EASA Extension to ATM Safety!



**Past**



**Procedural**

*Estimate the current and planned a/c positions*

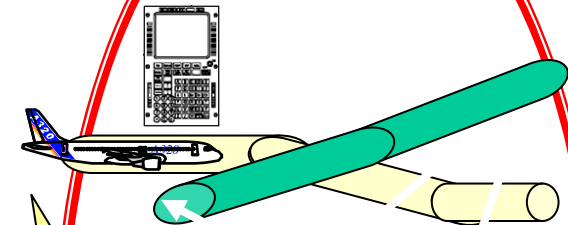
**Today**



**Radar**

*Know the current and estimate planned a/c positions*

**Future**



**Trajectory**

*Know & share the current and planned a/c positions*

# Conclusion



- **AEA fully supports the EASA extension**
- **Public funding to EASA needs to increase!**
- **EASA implementing rules should be driven by safety, not by bureaucracy & legal constraints**
- **Transition to be managed but goal is for all Eurocontrol SRU/SRC activities to be phased out**
- **SESAR will fail if EASA has not build up competence and expertise on ATM safety**