



EUROPEAN AVIATION SAFETY AGENCY
AGENCE EUROPÉENNE DE LA SÉCURITÉ AÉRIENNE
EUROPÄISCHE AGENTUR FÜR FLUGSICHERHEIT

European regulatory environment

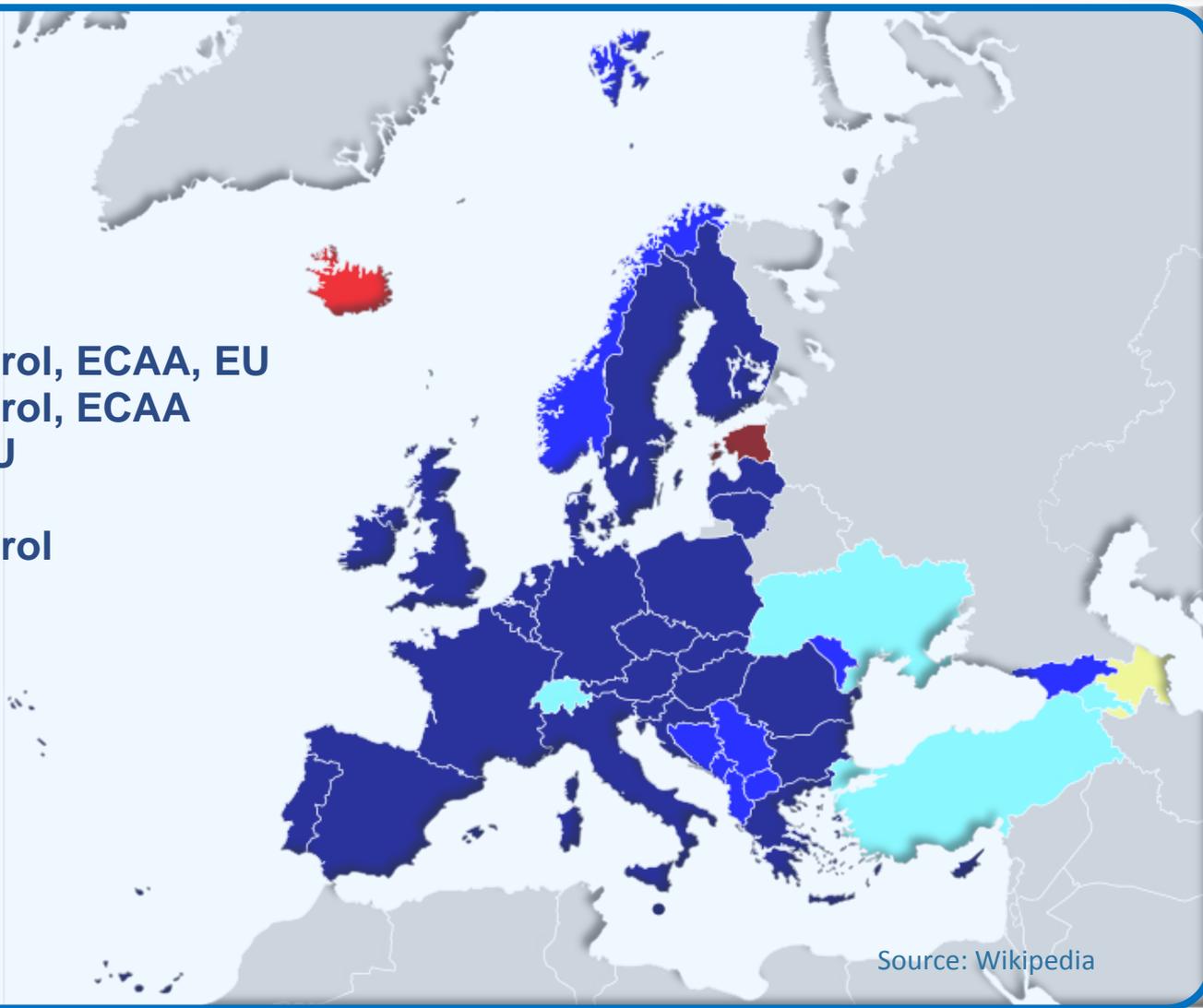
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easa.europa.eu



Pan-European outlook

- ECAC, Eurocontrol, ECAA, EU
- ECAC, Eurocontrol, ECAA
- ECAC, ECAA, EU
- ECAC, ECAA
- ECAC, Eurocontrol
- ECAC



Source: Wikipedia



Authority with Pan-European dimension



EASA: a pan-European Aviation Safety Agency



In total 45 European aviation authorities participating



International agreements with the EU



13 Working arrangements



Technical cooperation projects with EASA and day-to day cooperation



SUPRANATIONAL

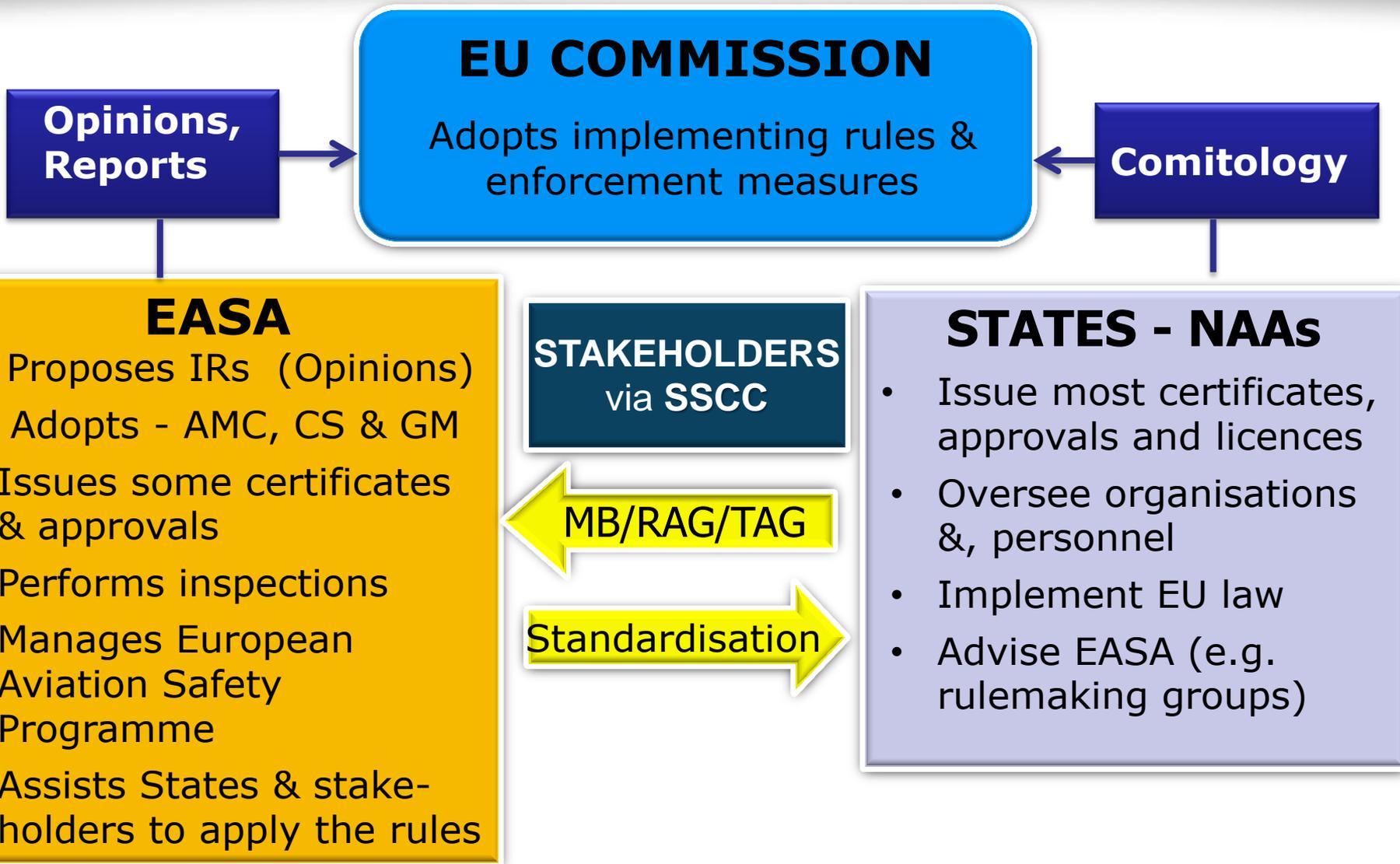
INTERGOVERNMENTAL



The Institutions of EU



EASA system – ‘Key players’





Centralisation –
efficiency



Decentralisation –
local application



System not task
oversight



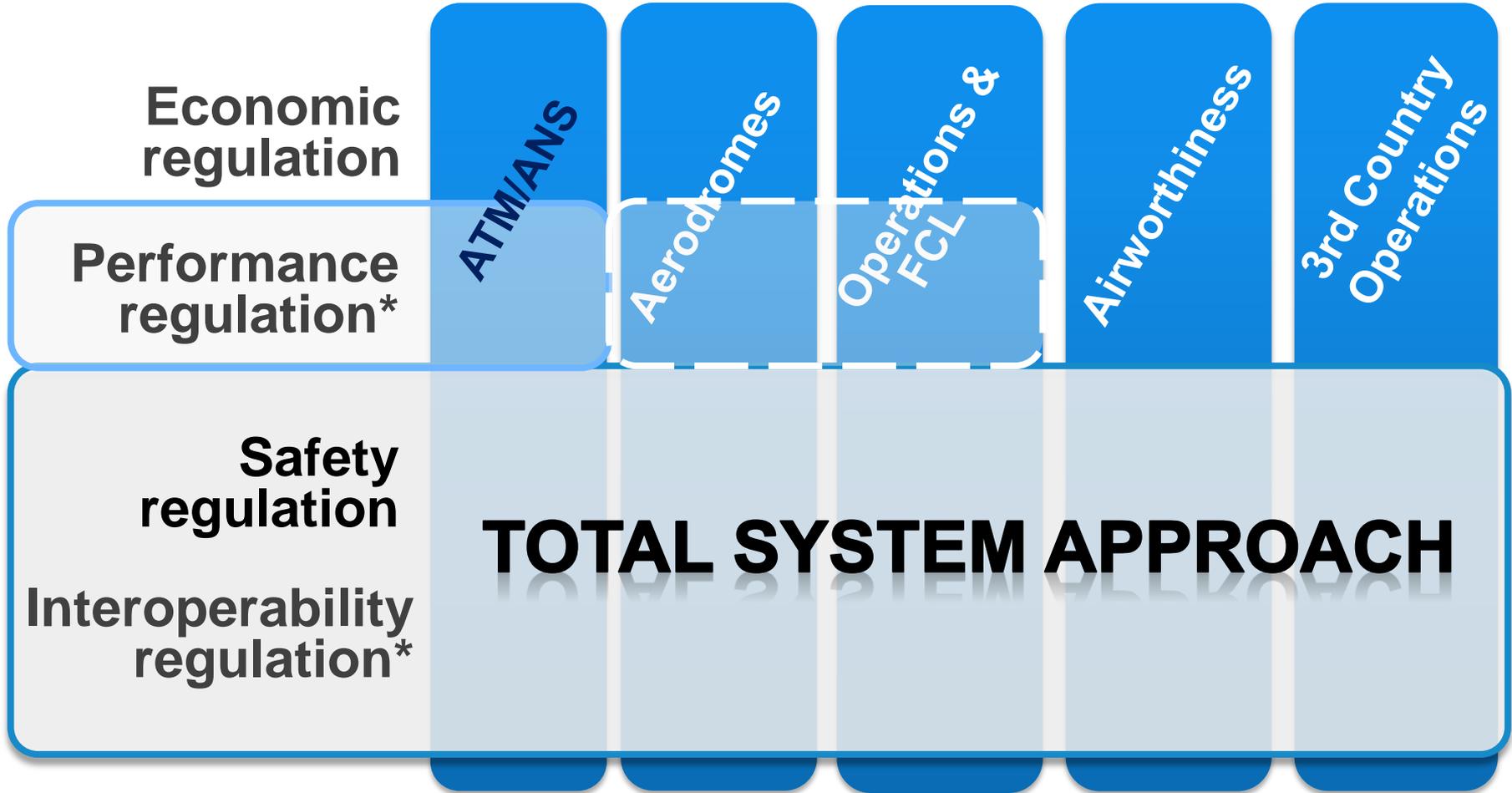
Open to comment
– transparent



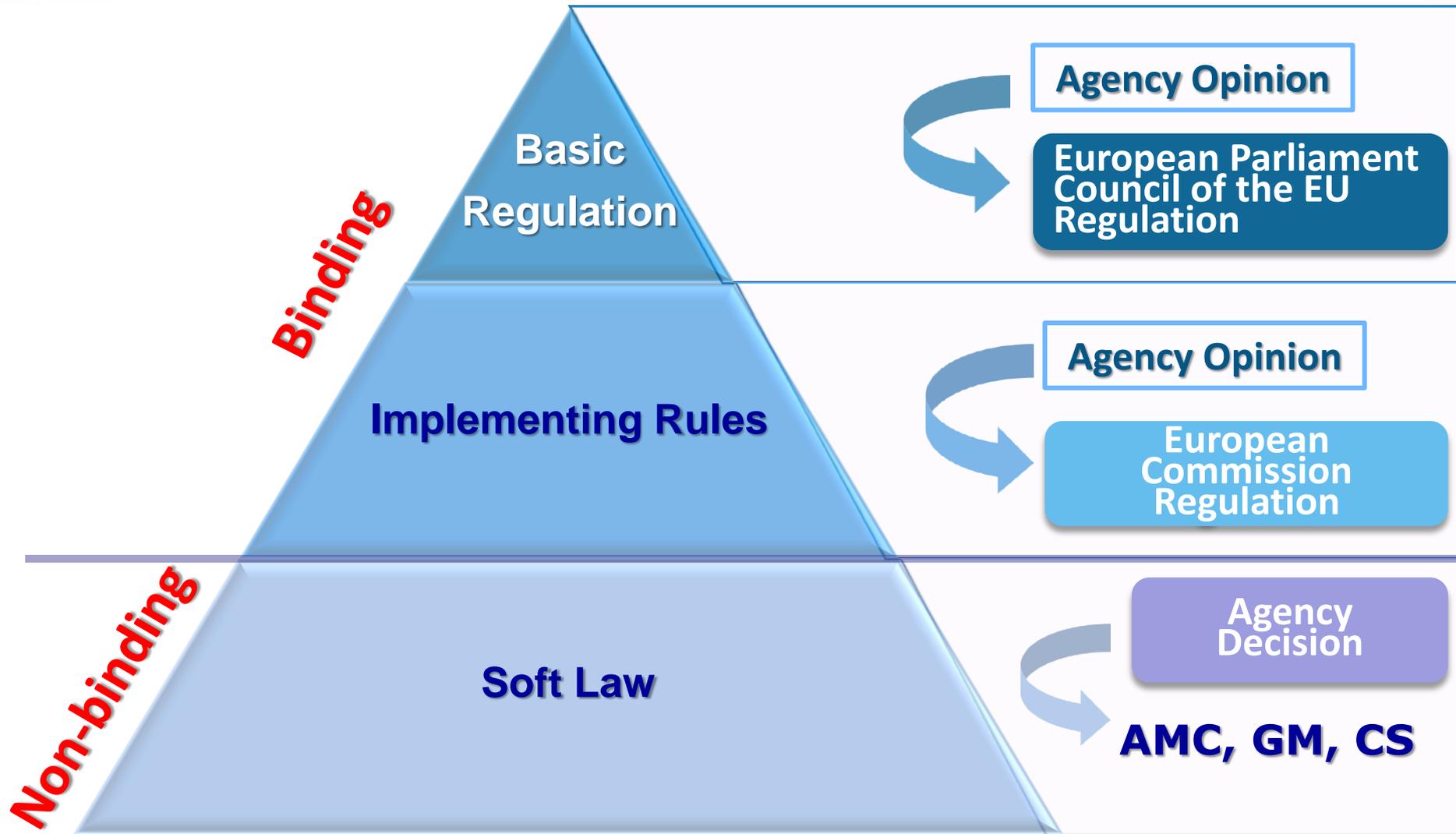
Proportionate



Flexible
(AMCs / GM / CS)



Regulatory Structure





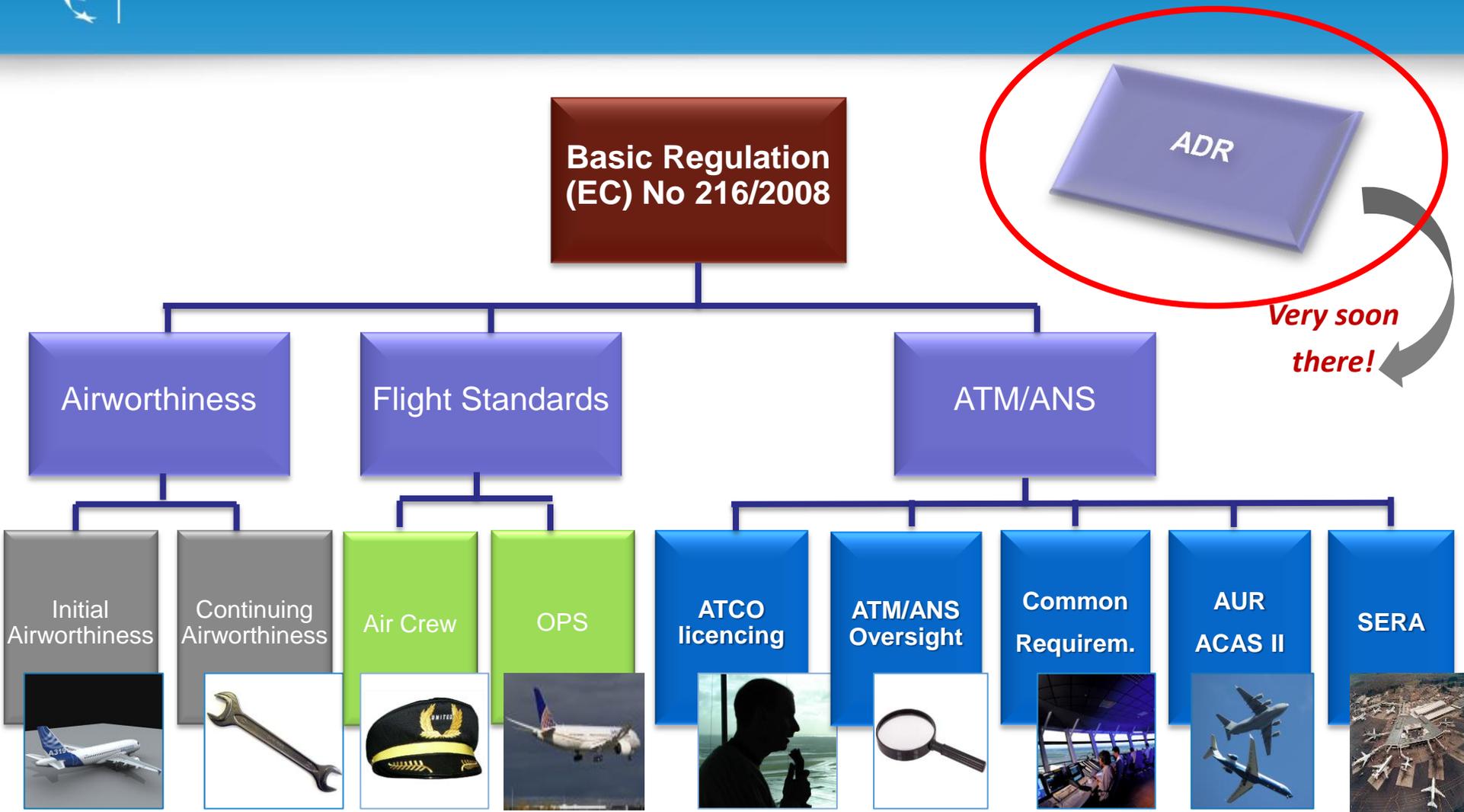
Inputs to Rulemaking



A large number of proposals from a wide variety of sources

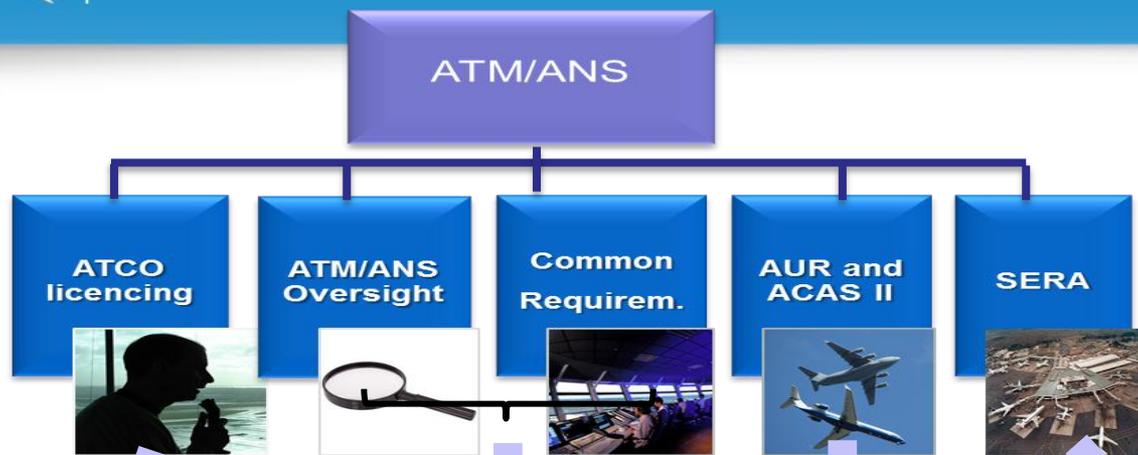


Current rule-structure





ATM rulemaking tasks



European Commission
'Support to the Single European Sky'

RULEMAKING PROGRAMME (RMP 2014-17)

Opinion 11/2013:
ATCO licencing issued 3/12/2013

RMP 2014-2017
 □ *RM task: Remote TWR operations*

NPA 2013-8:
ATM/ANS providers & oversight

- Consultation closed
- CRD development

Annexes (of the IR):

- *MET services*
- *Safety assessment*
- *AIS/AIM*
- *Data service providers*
- *Airspace design*
- *Part ATS (not initiated)*

- *Harmonised transit altitude (HETA)*
- *ACAS II extension (postponed)*

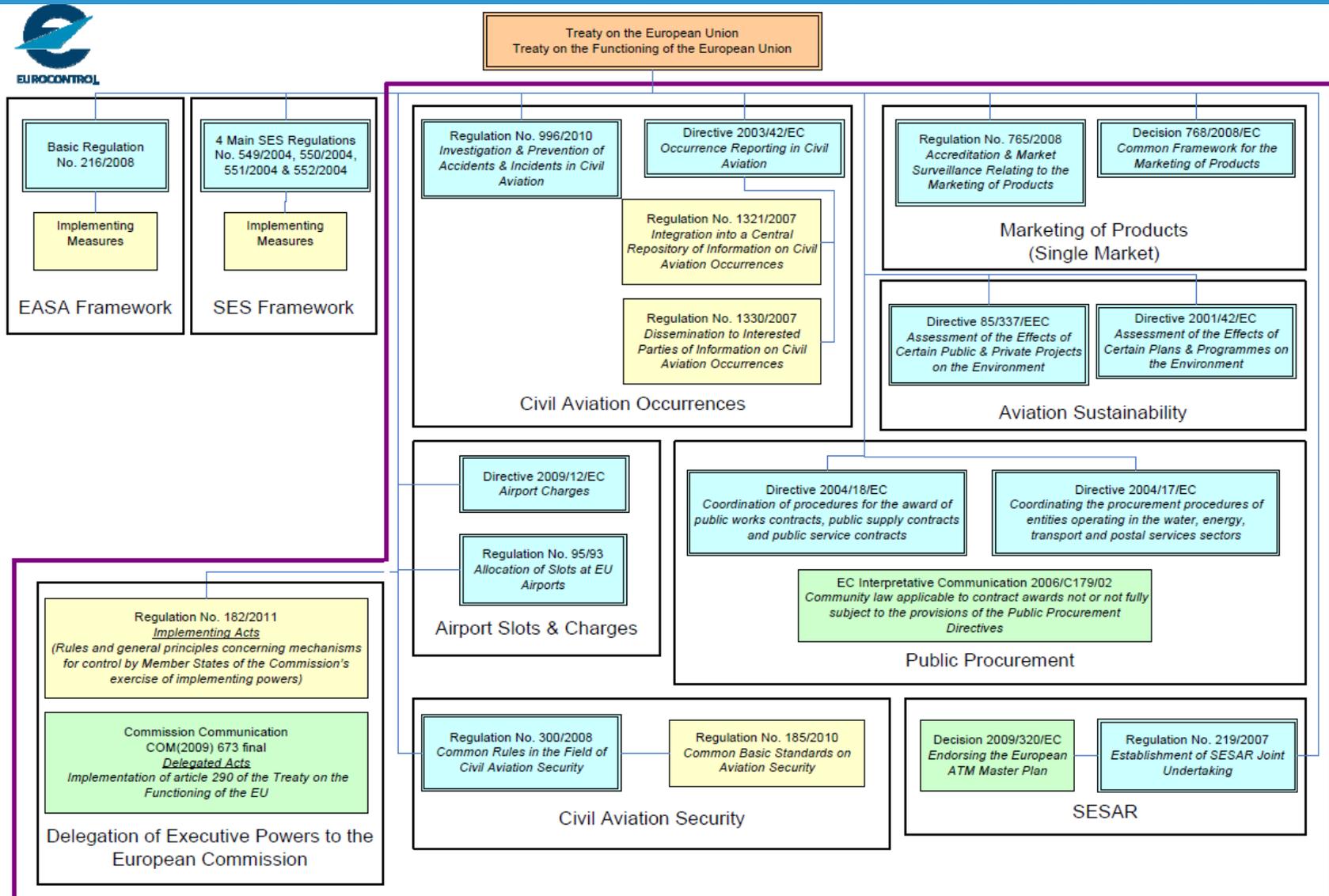
- *SERA AMC/GM*
- *SERA IR ('Part C')*
- *(Amendment - ICAO SL on RPAS)*

- *Developing AMC/GM for SKPI in RP2 (ED dec.2013/032/R 20 /12/2013)*

- *Support to global PBN operations*
- *NPAs 2012-19 and 2013-6 on CS-ACNS ('air-borne CNS')*
- *EASA Opinion on SES 2+*

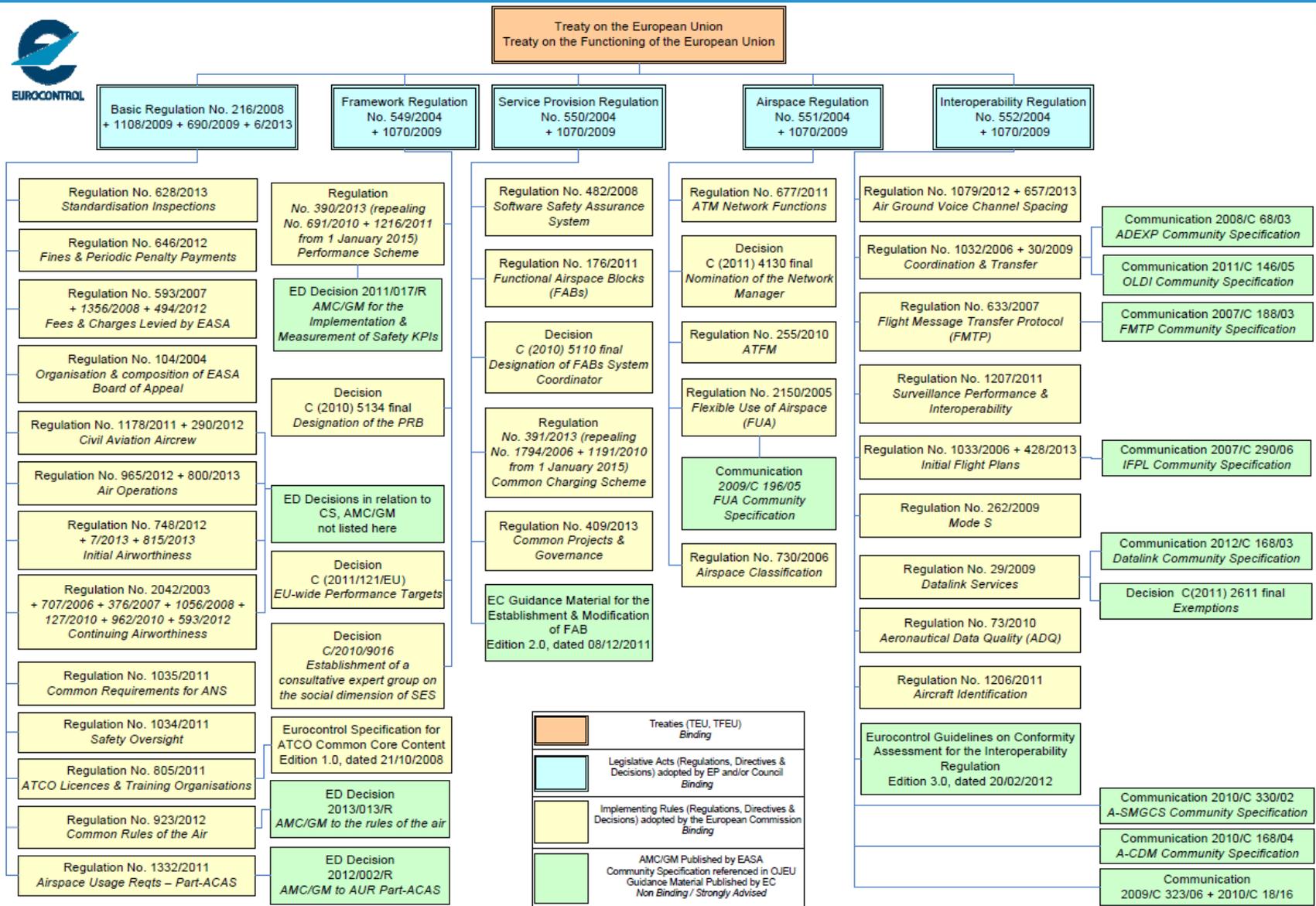


Aviation related regulations





SES Legislation



REGULATORY RESPONSIBILITIES

- ▶ States must develop national regulatory material which addresses the PBN applications
 - ▶ relevant to their airspace or
 - ▶ relevant to operations conducted in another State by the operators and aircraft registered in that State.



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Any questions?
Thank you for your attention

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