



# Future of Aviation Regulation in Europe

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# What do we mean by “regulation” ?

A composite image featuring a dark silhouette of a commercial airplane in flight against a bright sunset sky. The sun is low on the horizon, creating a lens flare and reflecting on a body of water in the foreground. The background shows silhouettes of mountains and trees.

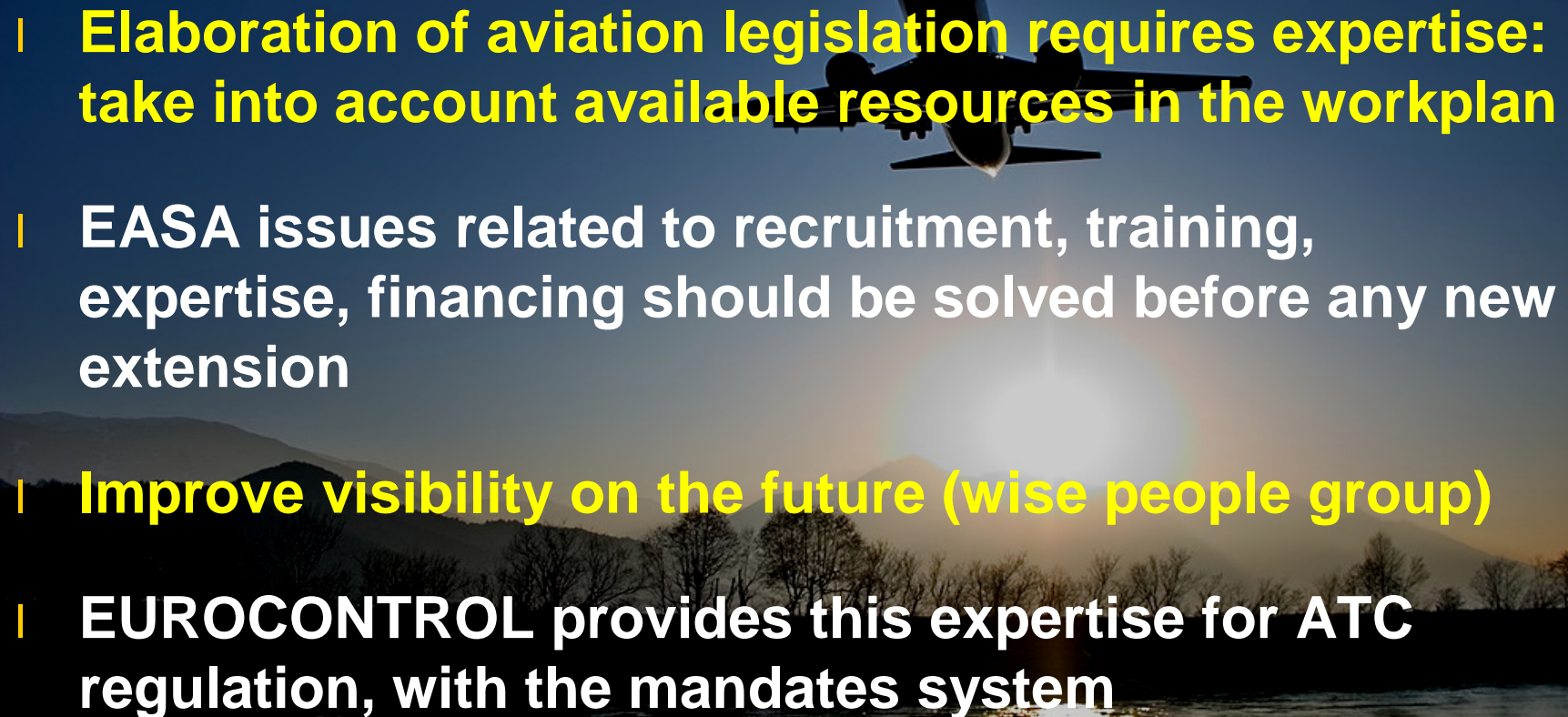
**A safe and efficient European air transport system requires action at three stages:**

- **Legislation**
- **Oversight**
- **Operations**

# LEGISLATION : HOW ?

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- The background of the slide is a photograph of a sunset over a body of water. A silhouette of an airplane is centered in the upper half of the image, flying towards the viewer. The sun is low on the horizon, creating a bright glow and reflecting on the water. The sky is a mix of orange, yellow, and blue.
- | Early 70's: project of common certification regulation for Airbus - 1987: JAA - 2002: EASA
  - | **Implement common rules to improve safety, capacity, efficiency, not only by principle**
  - | Reach a good balance between european and national legislation (for example: light aviation)
  - | **Convince non-EU countries through cooperation framework of international organisations**

# LEGISLATION: WHO ?

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- The background of the slide is a photograph of a sunset over a body of water. A silhouette of an airplane is centered in the upper half of the image, flying towards the viewer. The sun is low on the horizon, creating a bright glow and reflecting on the water. The sky is a mix of orange, yellow, and blue.
- | **Elaboration of aviation legislation requires expertise: take into account available resources in the workplan**
  - | EASA issues related to recruitment, training, expertise, financing should be solved before any new extension
  - | **Improve visibility on the future (wise people group)**
  - | EUROCONTROL provides this expertise for ATC regulation, with the mandates system

# OVERSIGHT: HOW ?

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- | **Safety oversight is a « privilege of the king »**
    - ü States will not abandon their responsibilities on safety
    - ü Centralisation of the oversight function could only be a long term solution
    - ü It could only be envisaged within a political evolution of the european institutions
  
  - | **Some States may prefer delegate to regional authorities**
  
  - | **Oversight requires ressources**
    - ü A lot of qualified people on the field
    - ü A decentralized organization

# OVERSIGHT: HOW ?

## I **FAA :**

- ü 9 regional services
- ü ~ 100 regional offices : flight standard district offices, airport offices, aircraft evaluation groups, certificate management offices
- ü 18 different inspection program
- ü 3200 inspectors

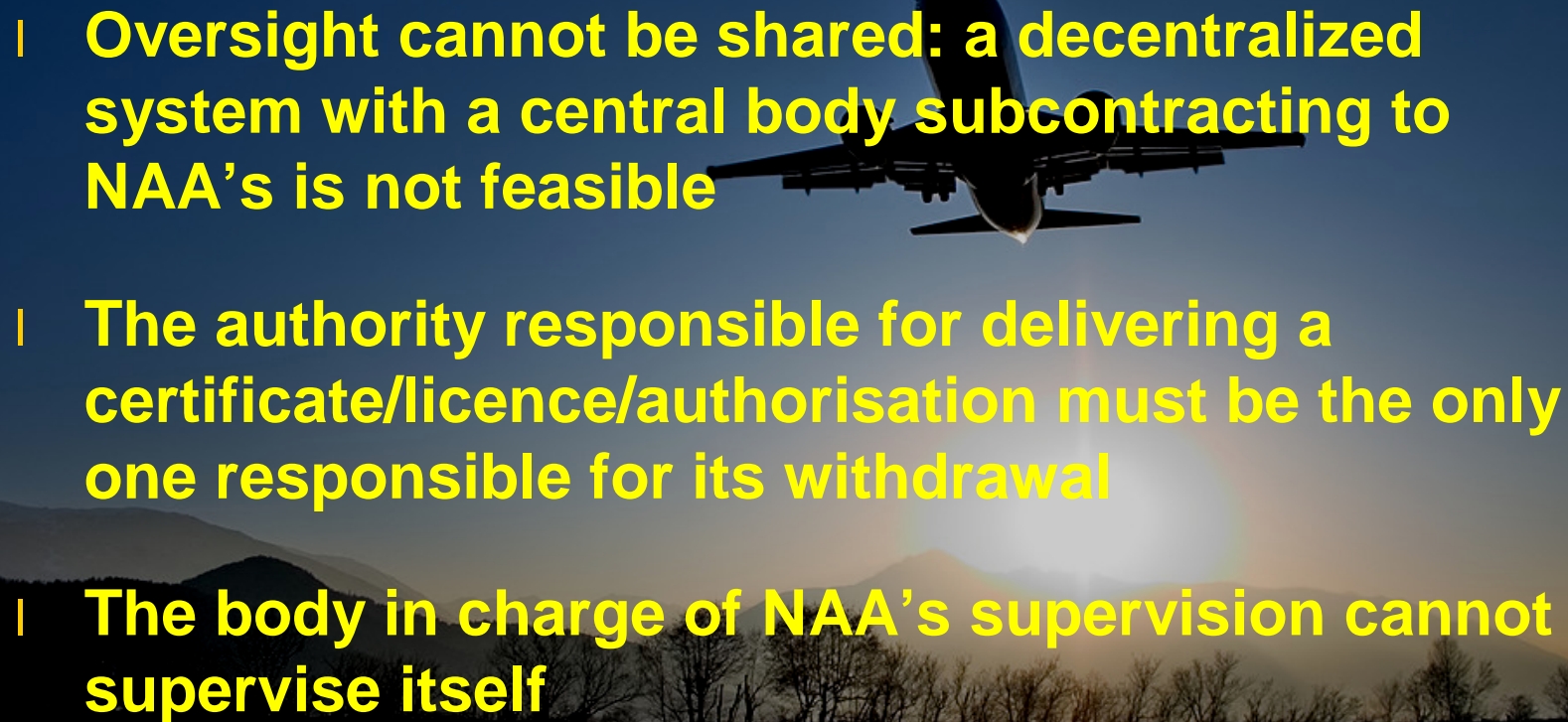
## I **All European NAA's (estimation)**

- ü ~ 100 regional or local offices
- ü 3000 to 4000 people on the field

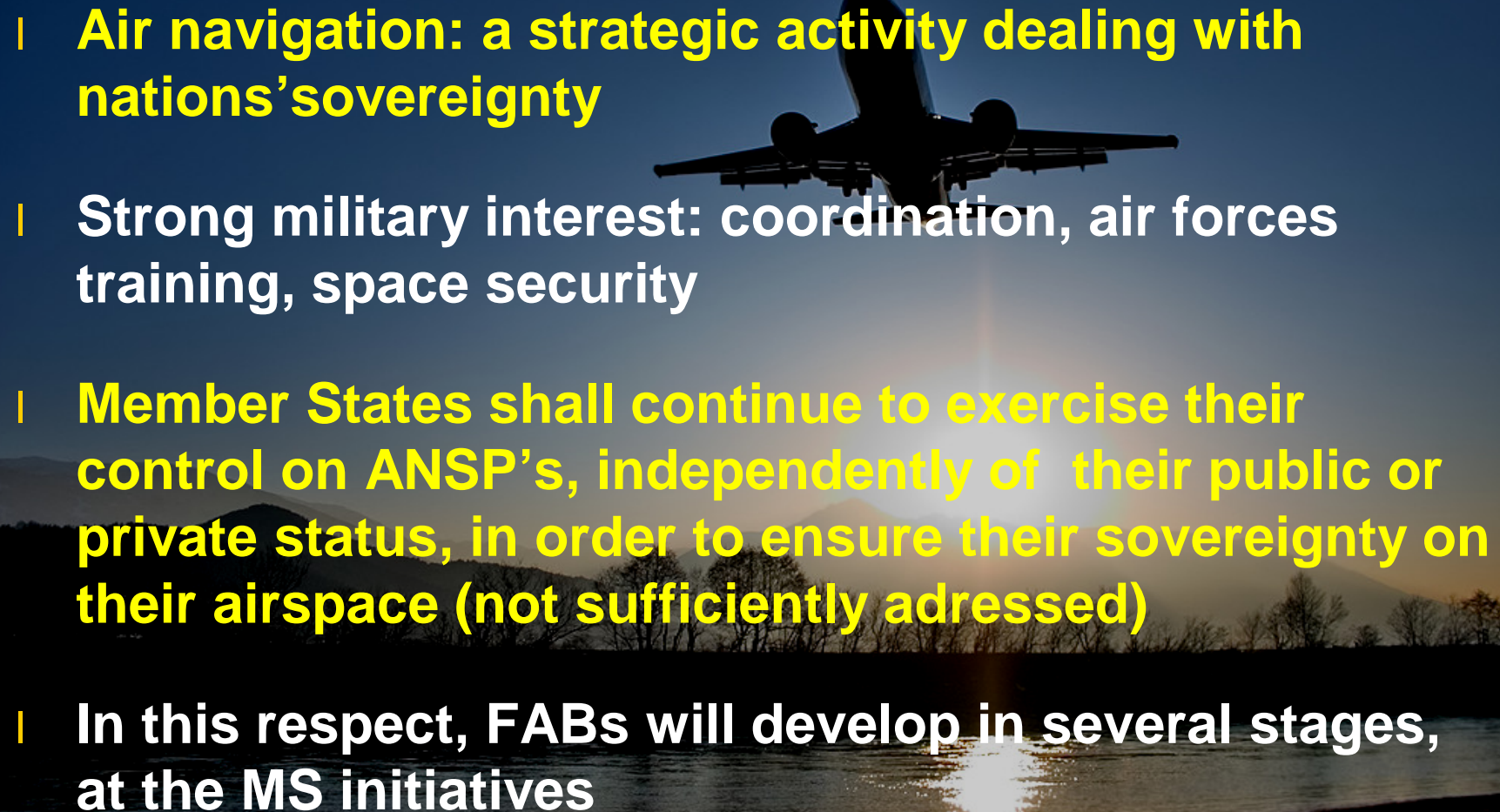
## I **French supervisory authority :**

- ü 6 different procedures
- ü 7 regional offices (Europe)
- ü 20 local offices
- ü 400 people

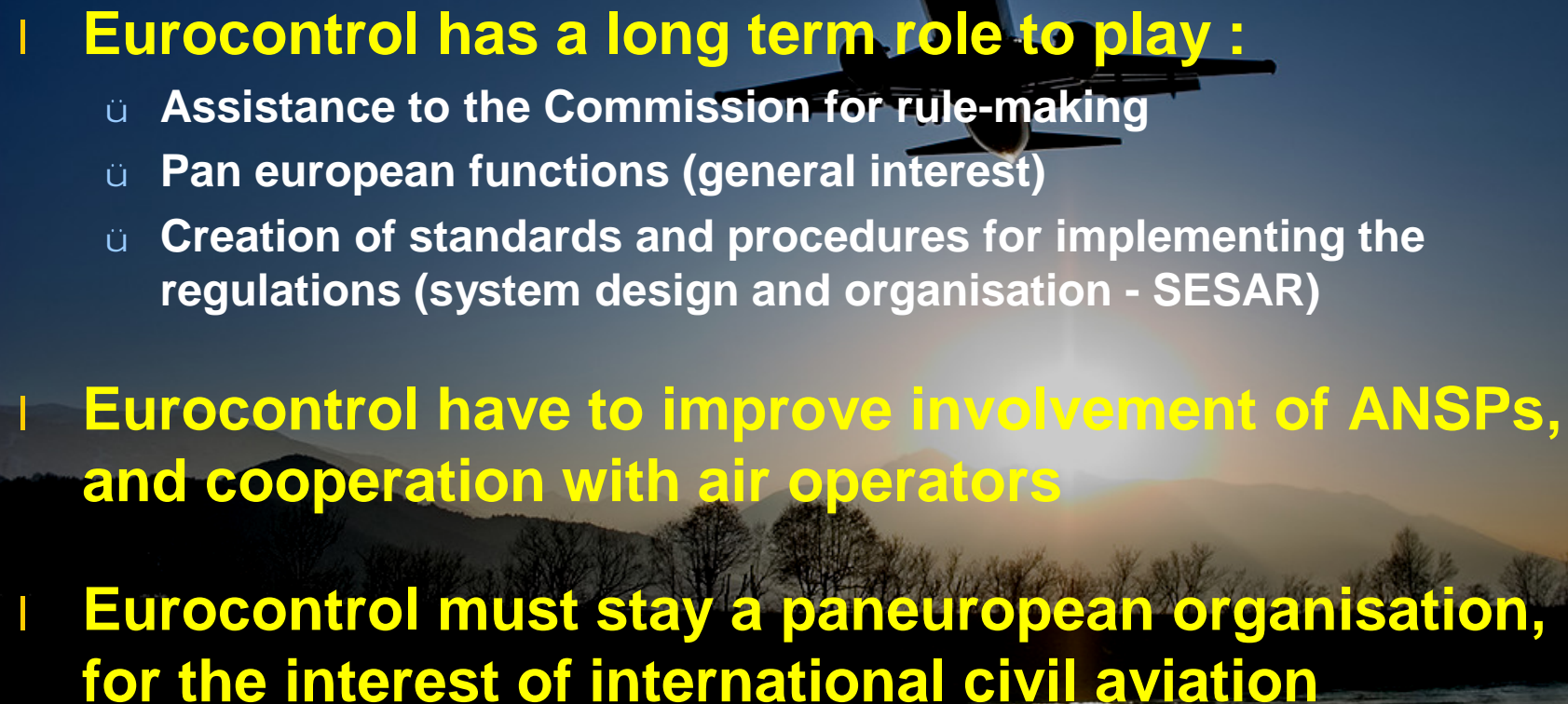
# OVERSIGHT: WHO ?

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- The background of the slide is a photograph showing an airplane in flight from an aerial perspective, flying over a body of water. The sun is low on the horizon, creating a rainbow and reflecting on the water. Mountains are visible in the distance.
- | **Oversight cannot be shared: a decentralized system with a central body subcontracting to NAA's is not feasible**
  - | **The authority responsible for delivering a certificate/licence/authorisation must be the only one responsible for its withdrawal**
  - | **The body in charge of NAA's supervision cannot supervise itself**

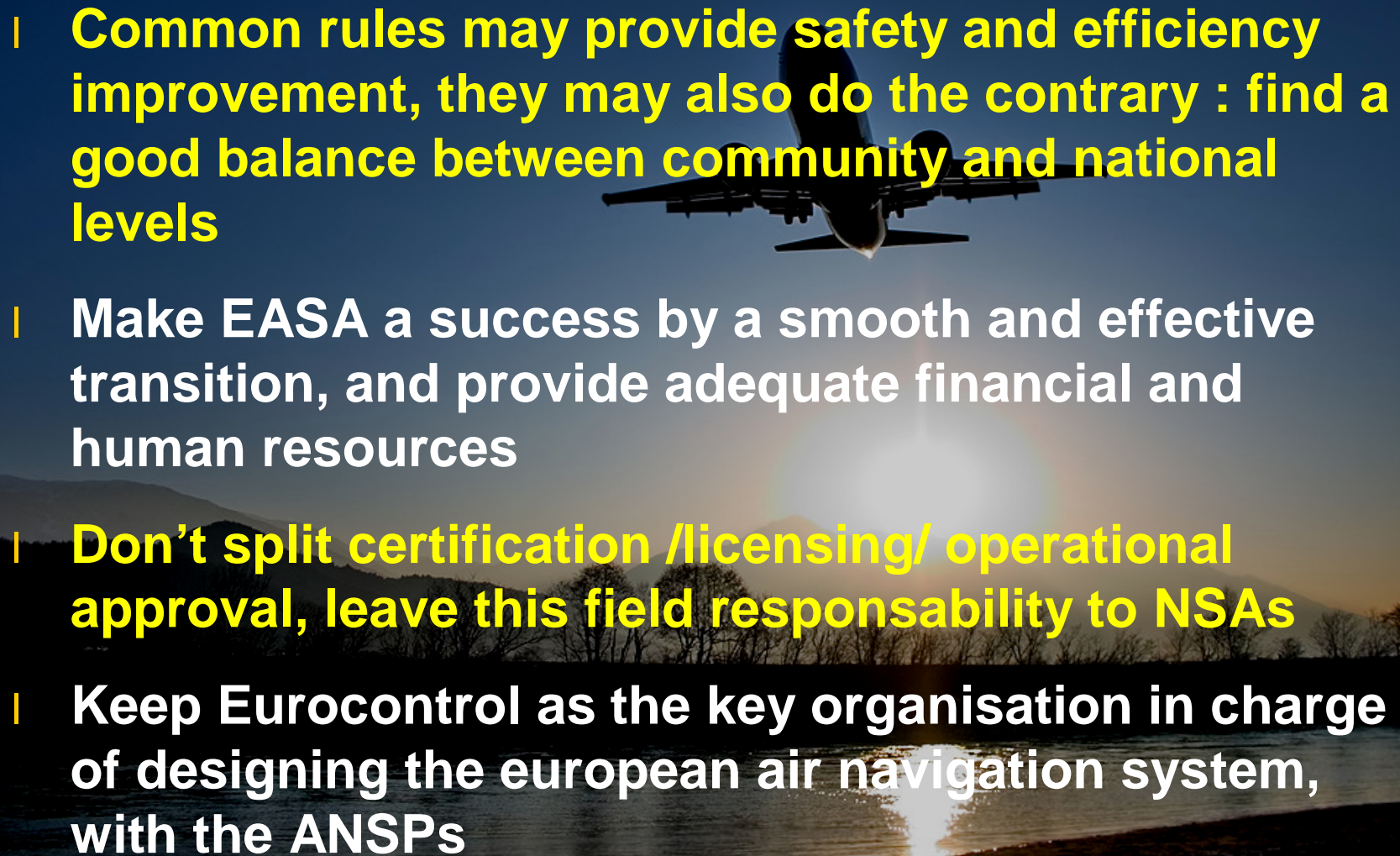
# OPERATIONS

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- A silhouette of a large commercial airplane is shown from a low angle, flying over a body of water. The sun is setting or rising behind the horizon, creating a bright glow and a rainbow-like reflection on the water. The background shows a dark landscape with trees and hills under a twilight sky.
- | **Air navigation: a strategic activity dealing with nations' sovereignty**
  - | **Strong military interest: coordination, air forces training, space security**
  - | **Member States shall continue to exercise their control on ANSP's, independently of their public or private status, in order to ensure their sovereignty on their airspace (not sufficiently adressed)**
  - | **In this respect, FABs will develop in several stages, at the MS initiatives**

# OPERATIONS (Eurocontrol)

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- The background of the slide is a photograph of an airplane flying over a body of water at sunset. The sun is low on the horizon, creating a bright glow and reflecting on the water. The sky is a mix of blue and orange. The airplane is silhouetted against the bright sky.
- | **Eurocontrol has a long term role to play :**
    - ü Assistance to the Commission for rule-making
    - ü Pan european functions (general interest)
    - ü Creation of standards and procedures for implementing the regulations (system design and organisation - SESAR)
  - | **Eurocontrol have to improve involvement of ANSPs, and cooperation with air operators**
  - | **Eurocontrol must stay a paneuropean organisation, for the interest of international civil aviation**

# CONCLUSIONS

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- The background of the slide is a photograph of an airplane flying over a body of water at sunset. The sun is low on the horizon, creating a bright glow and a reflection on the water. The sky is a mix of orange, yellow, and blue. The airplane is seen from a high angle, flying towards the viewer.
- | **Common rules may provide safety and efficiency improvement, they may also do the contrary : find a good balance between community and national levels**
  - | **Make EASA a success by a smooth and effective transition, and provide adequate financial and human resources**
  - | **Don't split certification /licensing/ operational approval, leave this field responsibility to NSAs**
  - | **Keep Eurocontrol as the key organisation in charge of designing the european air navigation system, with the ANSPs**