

# THE EUROPEAN AVIATION SAFETY POLICY

Its new developments and  
how Europe enhances cooperation with Africa



**Philippe GAILLARD**  
European Commission, DG Mobility and Transport, Aviation Directorate, Air Safety Unit  
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# Overview of the European aviation safety policy



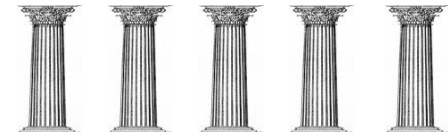
- Overall **objectives**



- Different **actors** working together



- A policy laying on five **pillars**



- Focus on an important element: enhancing **cooperation with Africa**



# TöGethé®

SINCE 1957

## The EU Today

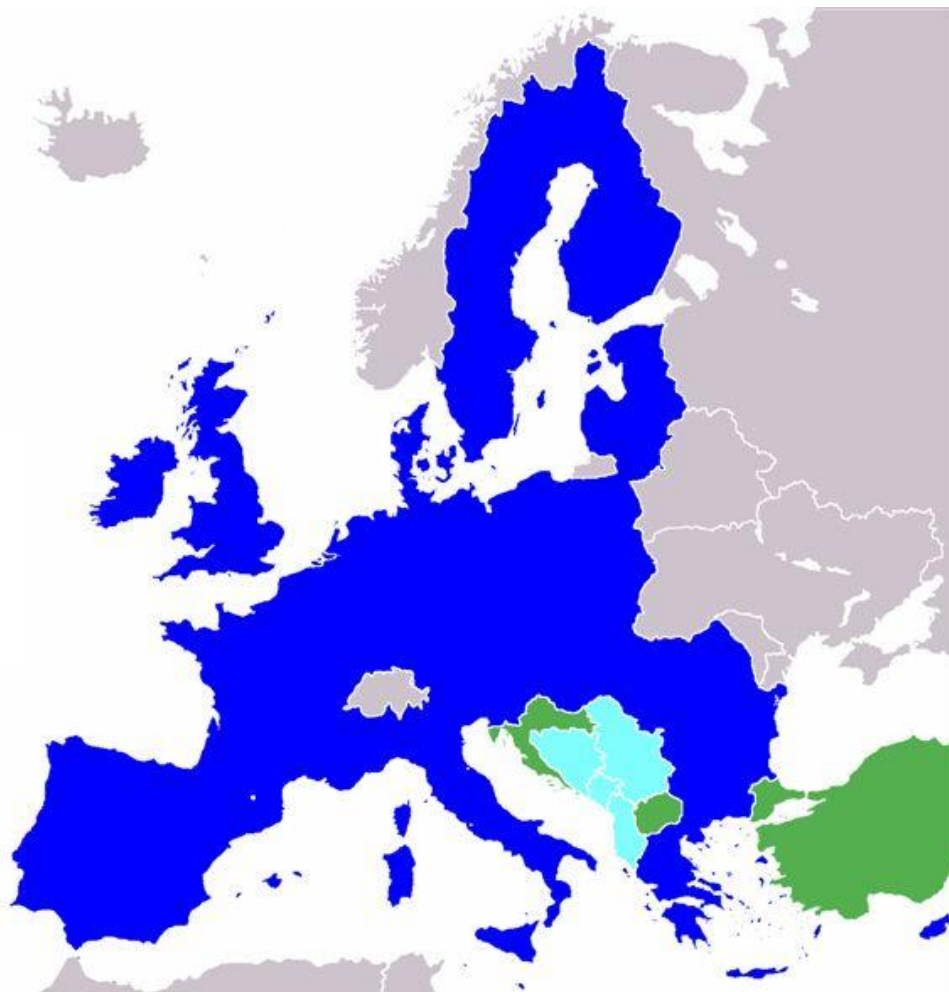
- 27 Member States
- 500 Million Inhabitants
- One Single Market

## More on the way

...

## Specific objective for aviation

- A common aviation area...
- ...with 1 billion inhabitants
- ...by 2050



# ● The challenge



- Aviation is certainly the **safest** mode of transport...
- ... but we cannot be satisfied of such statement as there are still **too many accidents** in air transport ...
  - » Whilst the aviation accident rate continues to decline, the rate of decline has slowed markedly since 2004
- ...whilst air **traffic is expected to double** by 2030 !
  - » the rate of accidents must continue to decline significantly in order to match the continued growth in the number of flights.



- There is therefore a clear **need for action**



# ● Main objectives of the European aviation safety policy

## Aviation safety is a clear priority of the transport policy

- Ensure a **high and uniform level of safety** in civil aviation in Europe, with the view to become the safest region of the world in a sustainable manner.
  - » With less than 1 accident per 10 million commercial flights
- Promote more **effective implementation of safety standards** worldwide
  - » Due to the international dimension of air transport, progress in one region alone are not sufficient;
  - » need to enhance safety standards worldwide

# ● The European aviation safety policy : **Who does what ?**



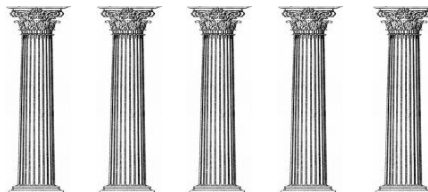
## Different **actors** workings together

- **Member States** are responsible for the implementation of the legislation, in particular oversight and enforcement actions at the national level
- **The European Aviation Safety Agency** is responsible for assisting the Commission in rulemaking and monitoring implementation of rules by the Member States ; it also exercises direct oversight in certain cases (certification/approvals);
- **The European Commission** proposes and adopts legislation; monitors the implementation and takes enforcement action at the EU level in case of non compliance

# ● The European aviation safety policy is based on 5 pillars



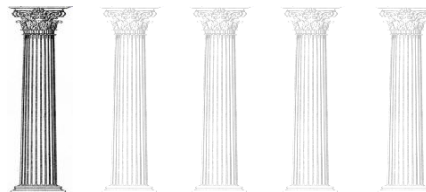
- **Rulemaking**, the progressive development of comprehensive Common rules regulating civil aviation safety in Europe
- **Verifying** the uniform and satisfactory implementation of these European rules, and the effectiveness of the oversight
- **Simplifying** the system by centralising functions where appropriate (Single European Sky, European Aviation Safety Agency)
- **Harmonising** the system - the international dimension
- **Improving** the system to learn pro-actively from experience



# ● Pillar I: Rulemaking



- **Develop progressively Common rules** to ensure a high and uniform level of safety for civil aviation in Europe
  - › Same legislation across Europe
  - › Binding rules for the industry and the authorities
  - › Legal certainty for the actors
- A significant part of aviation safety is already regulated today:
  - › All airworthiness (Part-21, Part-M, Part-145, Part-66, Part-147)
  - › Commercial airplane operations (EU-OPS),
  - › Air navigation and traffic management (ATCO licensing, ATM/ANS)
  - › Occurrence reporting, accident/incident investigations
  - › Ramp checks (SAFA)
- More to come:
  - › Air crew licensing (2011)
  - › All air operations (2012), including non commercial / third country operators
  - › ATM/ANS: strengthening the safety aspects of SESAR and the SES
  - › Airports (2014)



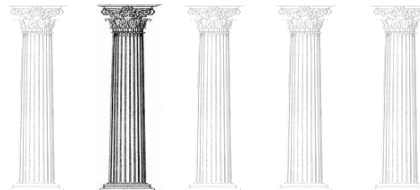




# Pillar II: Verification/Oversight



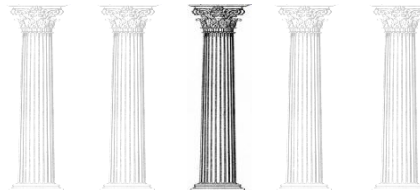
- **Verifying** the uniform and satisfactory implementation of the European rules
  - » To promote even-playing field for the industry
  - » To protect the citizens
- Exemple of instruments
  - » Standardisation inspections of Member States,
  - » Ramp checks of aircraft under the SAFA programme,
  - » EU safety list
- Enforcement actions in case of persistent non-compliance
  - » Suspension of the recognition of certificates
  - » EU-wide limitations of operations, up to operating bans



# ● Pillar III: Simplification



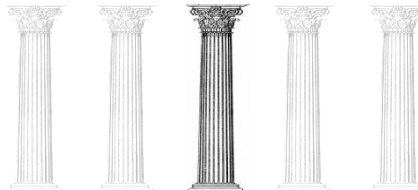
- **Simplifying** the system by
  - » Establishing a **Single European Sky (SES)**
  - » centralising the safety functions where appropriate in a **European Aviation Safety Agency**
    - in particular to execute certain certifications/approval tasks for the European Union on behalf of Member States (Certification of aircraft, engines and other products  
Approvals of certain organisations inside the EU  
Approval of all organisations outside the EU)
    - but also to assist the Commission
      - in the rulemaking functions
      - In the oversight/verification functions



# ● EASA in short

- **EASA is the corner stone** of the European aviation safety system

- » Established in 2002, 1st staff employed in 2003
- » Based in Cologne, Germany
- » One-stop-shop
- » Comprehensive approach to safety
- » Responsibilities therefore progressively extended
  - from airworthiness (initial remit)
  - to flight crew licensing, operations and safety of third country operators (first extension),
  - aerodromes, air traffic management and air navigation services (second extension)
- » Today over 500 staff employed.



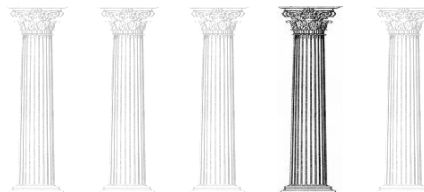


# Pillar IV: Harmonisation



- **Harmonising the system - the international dimension**

- As aviation is by essence international, progress on aviation safety is curtailed if limited to one region only
- Need to foster aviation safety globally
- Tailored approach



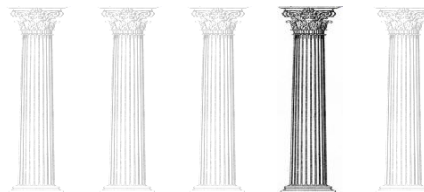


# Pillar IV: Harmonisation



## ● Harmonising the system - the international dimension

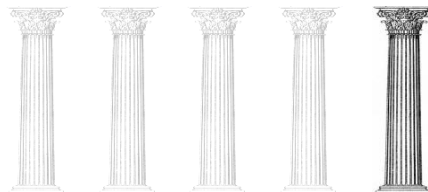
- » Strong links with **Eurocontrol** and its 44 Member States
  - Long history of successful support to the Commission
  - Missions evolving with the extension of EASA's competences
- » Evergrowing links with **ICAO**
  - Memorandum of Cooperation signed in 2010, safety is the first Annex
  - Global Safety Information Exchange initiative
- » Specific safety agreement with **key actors**
  - USA, Canada, Brasil, etc...providing for the mutual recognition of certificates under certain conditions
- » Privileged relations with acceding states and **EU neighbours**
  - Signature of ECAA agreements, neighbourhood agreements promoting regulatory convergence and equal access to the market
- » **Technical assistance to third countries**
- » Objective: to support the capacity building of the safety oversight authorities, regulatory convergence and the effective implementation of safety standards.



# ● Pillar V: Improvement

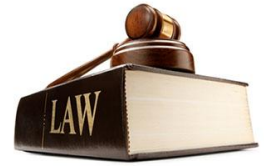


- The European aviation safety system needs **continuous improvement**
  - » By introducing **new technologies** to enhance safety (SESAR).
  - » By learning from **occurrences/incidents/accidents**, improving the collection, quality, exchange and analysis of data
    - Legislation on occurrence reporting under review
    - Further developments of the database of occurrences/incidents/accidents (ECCAIRS)
    - Establishment of a database of safety recommendations
    - Establishment of a Network of Safety Investigators (ENCASIA, est. 2010)
    - Promotion of the safety culture / just culture
  - » By setting up an **aviation safety management system for europe**
    - Beyond regulatory action, need to pro-actively identify risks, mitigate hazards and coordinate actions between actors
    - Communication on the aviation safety management system for Europe (2011)
    - Establishment of the first versions of the European Aviation Safety Programme (EASP) and corresponding plan (EASp) by EASA





# The European aviation safety policy : Some achievements



- 2002: **Common aviation safety rules** for airworthiness - establishment of a European Aviation Safety Agency
- 2003: EU gains **external competences** in aviation policy
  - » **Occurrence reporting** throughout the EU – ECCAIRS
- 2004: **Single European Sky**
  - » Programme for Safety Assessment of Foreign Aircraft – **SAFA**
- 2005: Establishment of common rules for imposing EU-wide **operating bans**
  - » Common rules for the provision of **ANS**
- 2006: EU-wide rules for airplane operations **EU-OPS**
  - » Implementing rules for standardisation **inspections**
- 2008: **1st extension of Community competencies** to OPS, FCL and Third Country Operator authorisations
- 2009: **2nd extension of Community competencies** to ATM/ANS and airports
- 2010: Common rules for **accident investigations** - establishment of a Network of European Aviation Investigators
- 2011: Implementing rules for FCL, ATCO, ATM/ANS
- 2012: further implementing rules in progress OPS, TCO, etc...

# ● The EU aviation safety policy: **What's next**



## ● **EASA will be soon in charge of delivering safety authorisations to Third Country Operators**

- » Legal basis already established in Art. 9 of Reg. (EU) No 216/2008
- » Criteria : compliance with ICAO requirements, and where relevant EU requirements
- » Implementing rules are being developed by EASA
  - NPA-2011-05, Commenting period now completed
- » Adoption of rules by the Commission expected mid 2012 on the basis of a revised EASA proposal
- » Progressive entry into force expected until 2014
  - first phase declarative only
  - Second phase autorisation by EASA required for commercial operations
  - Third phase autorisation by EASA required for non-commercial operations with complex motor powered aircraft





# The European aviation safety policy : What's next ?



- **European aviation safety is high but not the best in the world.** The aim should be to become sustainably the safest region for aviation.
- In order to do so, a comprehensive European aviation safety **strategy** is developed, building on the work of the European Aviation Safety Agency (EASA), which includes the following aspects:
  - Improve the collection, quality, exchange and analysis of data by reviewing legislation on occurrence reporting in civil aviation.
  - Adapt the regulatory safety framework to the development of new technologies (SESAR).
  - Ensure the implementation of the EU aviation safety strategy consistently across all aviation domains.
  - Promote transparency and exchange of safety information with ICAO and other international aviation partners, in particular in the framework of the Global Safety Information Exchange initiative; cooperate with non-EU countries, in particular the U.S., on safety matters on regulatory convergence, mutual recognition and technical assistance.
  - Develop a Safety Management System at EU level that incorporates safety performance targets and measurements in order to identify the risks and to achieve continued improvement in safety levels.
- More details in Commission's **White Paper on Transport** (2011)

<http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=COM:2011:0144:FIN:EN:PDF>



# ● Enhancing cooperation with third countries

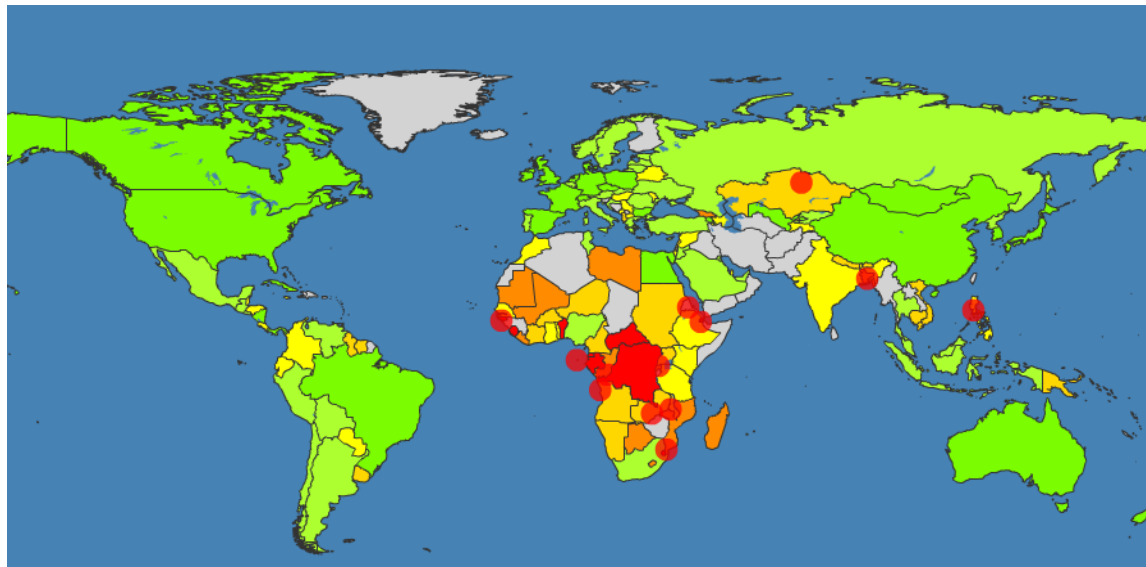
- Improving aviation safety in Europe is certainly necessary but **not sufficient**
- Need to **improve aviation safety globally**
- Specific emphasis on the **African continent** which all statistics available point out as the region of the world with the most safety concerns
- **Europe does already a lot and will enhance further cooperation with third countries in the field of aviation in order to foster safety, in particular in Africa**

# Enhancing cooperation with third countries



- **Compliance with ICAO safety standards needs to be significantly improved**

- The global average implementation of ICAO SARPS is only **57%**, with huge differences in depending on States
- 10 States do not effectively implement 80% of ICAO SARPS
- 12 States have outstanding Significant Safety Concerns (red dots)



**Results of ICAO Universal Safety Oversight Audit Programme**  
(Source: ICAO, 2011)

USOAP results showing lack of effective implementation of ICAO standards grouped in 6 categories (green: below 33%, yellow: 34%-50%, light orange: 50%-66%; dark orange: 67%-80%; red: >80%; gray: not audited). States with significant safety concerns are highlighted with a red dot.

# Enhancing cooperation with African countries



- **Africa remains the region with the most serious concerns**
  - According to **ICAO**, the average implementation of SARPS is significantly below the global average, with only 40%, with huge differences in regions
    - 9 of the 10 States having the worst results in terms of lack of effective implementation are in Africa
    - 9 of the 10 States 12 States have outstanding Significant Safety Concerns are in Africa
  - According to **IATA**, Africa is the region of the world with the highest accident rate (western-built jet losses).
    - It is 10 times higher than in Europe.
  - According to the **Financial Times**, during the past 40 years, safety records have picked up in every region except in Africa. In Africa, the rate has not only failed to improve, it has deteriorated.
    - In the 1970s, Africa had 190,000 flights per fatal crash. In the 2000s, it took only 160,000 for a fatality to occur. According to the FT, the rate of fatal accidents in Africa is currently still 10 times higher than in Europe.
  - According to **EASA** analysis of the SAFA programme, african air carriers have the lowest average performance in ramp checks,
    - with a ratio twice less good than the global average.



# ● Enhancing cooperation with African countries

- Europe does already a lot
- Europe will **enhance further cooperation with third countries in the field of aviation in order to foster aviation safety, in particular in Africa**
- **Objective:** support third countries experiencing difficulties with the implementation of ICAO standards, via
  - » Support to regulatory convergence with ICAO standards
  - » Support to the capacity building of safety oversight authorities
- Different **mechanisms**
  - » Support to ICAO Technical Cooperation Bureau
  - » Support to ICAO COSCAP projects
  - » Support to Regional integration
  - » Specific technical assistance projects to third countries



# Enhancing cooperation with African countries

- Support to ICAO Technical Cooperation Bureau
  - » ICAO has presented during the 37th Assembly a historical report on the activities of the Technical Co-operation Bureau (TCB) showing that during the years 2004 to 2009
  - » The overall value of the assistance programmes in this period is ca. **800 million US \$**.
  - » **European contribution has reached more than 40% of total funding.**
- Support to ICAO COSCAP projects
  - » Since 2004 the EU Commission has contributed to specific technical cooperation projects – the so-called COSCAP projects led by ICAO with the participation of other donor States and organisations:
  - » In broad terms, the projects are mainly intended to improve air safety, promote the adoption of international air safety standards and the harmonisation/convergence of rules, provide training to civil aviation administration personnel and further assistance regarding operations, aerodromes, ATM, environment.



# Enhancing cooperation with African countries

## Support to Regional integration

- » The European Commission as part of its policy on Africa has tasked EASA to enhance its cooperation with regional and sub-regional organisations such as:
  - the Civil Aviation Safety and Security Oversight Agency (CASSOA) of the East African Community (EAC),
  - the CEEAC of Central Africa (CEMAC)
  - the UEMOA.
- » An example of the good results of such cooperation is the plethora of States, beyond ECAC, that have approached the European Aviation Safety Agency in the last years and have begun adopting and implementing European rules in the area of safety:
  - ACSA (6 members of the Central American safety Agency),
  - Australia, Bahrain, Bhutan, Kyrgyzstan, Maldives, Singapore, Syria, Taiwan, Thailand, United Arab Emirates, Lebanon
  - Algeria, Cameroon, Mauritius, Morocco, Tunisia



# Enhancing cooperation with African countries

## Support to Regional integration

- » **Project COSCAP-CEMAC to establish a regional aviation safety agency:**
  - the CEMAC countries are Cameroon, Republic of Central Africa, Congo, Gabon, Equatorial Guinea and Chad plus Sao Tomé and Príncipe.
  - The project involves also technical assistance including training of inspectors and development of safety tools such as SAFA and ECCAIRS programmes.
  - It will be endowed with € 1.5 mil and should start during the 2nd half of 2011 and end in 2014.
  
- » **Euromed Aviation Project:**
  - described as cooperation activities in the fields of safety, security and ATM aiming to foster a Euro Mediterranean airspace.
  - beneficiaries are Algeria, Egypt, Israel, Jordan, Lebanon, Morocco, Palestinian Authority, Syria, Tunisia and Turkey.
  - It has two phases: the first one from 2007-2009 was endowed with € 5 mil. ; the second phase to start in the second half of 2011 has been designed to deepen the regulatory and operational convergence with the EU system and will be endowed with € 4.5 mil.
  - It will entail the establishment of a safety cell in EASA (the MASC: Mediterranean Aviation Safety Cell) endowed with € 3 mil where the beneficiary states (Morocco, Tunisia, Lebanon, Israel and Jordan) will be continuously trained in the EU safety system between end of 2011-end of 2014 in order to facilitate their integration.





# ● Enhancing cooperation with African countries

## ● Support to Regional integration

- » **Support for Yamoussoukro Decision Implementation**
  - in order to facilitate the liberalisation of the air transport economic sector,
  - endowed with € 700.000.
  
- » **New project for the support to the air transport sector and satellite service applications in Africa.**
  - This project is going to be split on 2 main parts: a) air transport, and b) satellite service. Each part will be endowed with € 4,5 mil. Therefore we will have € 4,5 mil for technical assistance related to improvement of aviation safety, security and flight efficiency in Africa.
  - The launching of the project needs to be endorsed by the African Union.



# ● Enhancing cooperation with African countries

## ● Support to States

### » Zambia

- Aviation Support Programme to improve Zambia's compliance capability with international aviation standard in aviation safety, security and economic oversight,
- endowed with € 1.700.000
- launched in the second half of 2011.



# Enhancing cooperation with African countries

- **Since 2009, The European Commission has mandated the European Aviation Safety Agency (EASA) to carry out technical assistance missions to a selection of States via a framework services contract.**
  - » The subject of this contract is to provide expertise and technical assistance to third countries to help the civil aviation authorities of those countries to improve their safety oversight capabilities over the air carriers registered in their countries in a sustainable way and to support their efforts to enhance air safety.
  - » The objective is to establish a detailed implementation of the corrective action plan (CAP) to address the safety concerns and the associated support necessary.
  - » The outcome of these missions are two deliverables by EASA: a roadmap (actions to be taken to the authority over the next 12 months) and recommendations to the Commission and to the Authority.
- **List of technical assistance missions so far (in bold the African countries):**
  - » **Bénin (October 2009) + follow up mission in March 2011 to check how are they implementing the roadmap**
  - » **Zambia (November 2009) + follow up mission in February 2011 idem**
  - » **Gabon (January 2010) + follow up mission in early 2011 idem**
  - » **Congo-Brazzaville (February 2010) + follow up mission in Sept 2011**
  - » Bangladesh (March 2010)
  - » Georgia (October 2010)
  - » Malawi (November 2010)
  - » Cambodia (January 2011)
  - » **Ghana (April 2011)**
  - » **Mauritania (April 2011)**
  - » **Mali (September 2011)**
- The total amount spent by the EC in this technical assistance so far is € 630.000.




# Enhancing cooperation with African countries

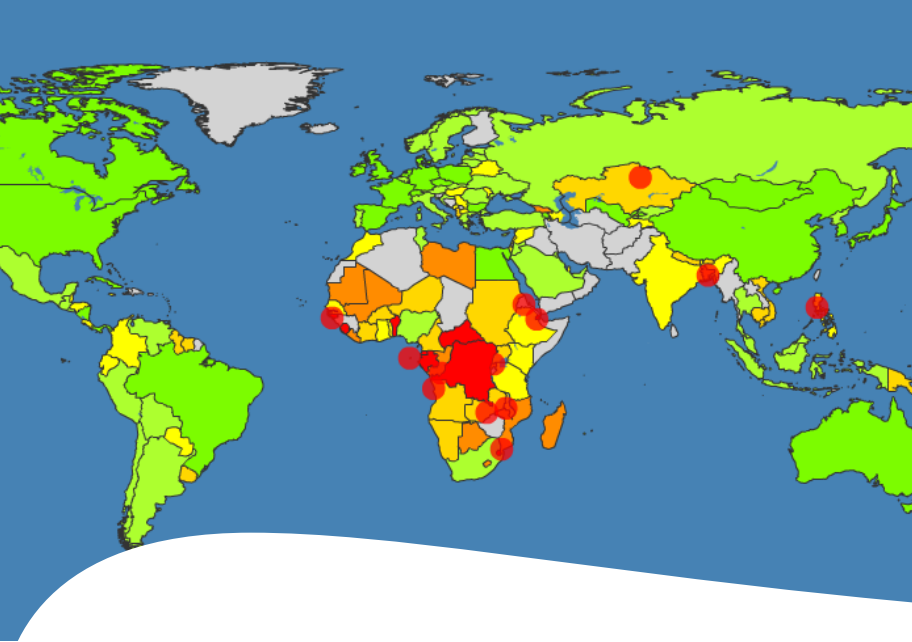


## ● In form of conclusion:

- » Even if the EU enhances significantly its support to African states, the technical assistance provided is useful only if it leads to a sustainable reform of the safety oversight systems in the States concerned
- » This is in the hands of the States
- » The industry can help !

The background of the slide is a vibrant blue sky filled with soft, white, fluffy clouds. Scattered throughout the sky are several white question marks of varying sizes and orientations, some appearing sharp and others slightly blurred, creating a sense of depth and mystery.

● **Questions ? Comments ?**



## ● For more information :

### Aviation Portal of the European Commission

- [http://ec.europa.eu/transport/air/index\\_en.htm](http://ec.europa.eu/transport/air/index_en.htm)
- [http://ec.europa.eu/transport/air/safety/safety\\_en.htm](http://ec.europa.eu/transport/air/safety/safety_en.htm)

### Bibliography

- **White paper on EU transport policy 2050** : <http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=CELEX:52011DC0144:EN:NOT>
- **EASP** <http://register.consilium.europa.eu/pdf/en/11/st16/st16210-ad01.en11.pdf>