

**ASD High Level Position Paper
The evolution of the European Aviation Safety Agency
23rd March 2015**

Background:

The European Aviation Safety Agency (EASA) was established in 2002. It has become the single Authority for civil aviation safety within the European Union for all fields of civil aviation (aircraft certification, maintenance, operations, crew licensing, air traffic management and airports). Aircraft certification and initial airworthiness are the sole responsibility of EASA. Other fields are based on shared responsibilities with National Civil Aviation Authorities under a common EASA system. EASA is governed by its basic act (Regulation EU Nr216/2008). In order to modernize the EASA system taking into account lessons learned, the EU Commission is expected to publish in the second half of 2015 a proposal to amend the EASA basic act. The EU Commission is expected to base its proposal on the EASA Advisory Opinion No 1/2015, issued on 13th March 2015. The EU Council and EU Parliament will have to decide based on the formal EU Commission proposal through a co-decision legislative procedure.

ASD High Level Position:

ASD has promoted the creation of a European Aviation Safety Agency since the idea was first launched. The industry expects to benefit from a regulatory and certification body powerful enough to help it to face the international competition. These request effective working methods and sufficient means to carry out the necessary certification tasks.

ASD has provided a detailed input into the EASA consultation (A-NPA 2014-12) on the planned revision to the EASA basic act. The following are the key high level expectations from the industry:

- **EASA Budget:** EASA needs to have the financial and human resources to fulfill its safety mission and to deliver and avoid delays on the certification of industry projects. Considering the fact that 70% of EASA's budget is financed by fees and charges paid by industry, it appears inappropriate to submit EASA to budgetary constraints which hinder its development. The industry believes that the financial independence of EASA should therefore be strengthened and that existing budgetary consultation mechanisms should be strengthened (stronger role for the EASA Advisory Board and Management Board) and made independent from existing consultation mechanisms for EU public budgets.
- **EASA's international role:** civil aviation is a global industry. EASA's international role should therefore be strengthened as the technical representative vis-à-vis foreign civil aviation Authorities. For example EASA currently only has three staff members based outside the EU (1 USA, 1 China and 1 ICAO) compared to nearly 100 staff members outside the USA for the US Federal Aviation Administration. More EASA resources will therefore need to be deployed worldwide to support

certification projects in day to day discussions with foreign Authorities. The number of Bilateral Aviation Safety Agreements (BASAs) will need to be expanded with like-minded foreign Authorities in order to reduce duplicate oversight. Last but not least, the role of EASA vis-à-vis the International Civil Aviation Organization (ICAO) needs to be strengthened.

- **EASA governance:** the complexity of governance of the European aviation regulatory system is a handicap for efficiency. In field of Air Traffic Management (ATM) there is a need for better cooperation between EASA and Eurocontrol based on a single voice at international level and avoiding overlaps.
- **Evolution of the Regulatory Systems and Working Methods:** the increasing complexity of the systems and the development of new technologies require some evolution of the EASA regulatory systems. The future EASA regulations should include fewer detailed technical requirements whereas the detailed technical means to comply to the regulations should be based on making use of standardization bodies supported by industry. Certification methods will also need to evolve making use of the latest technologies. Ground and flight tests will be replaced as far as possible by simulation tools developed in cooperation with EASA and approved by EASA, which will consequently have to redefine the regulatory framework.
- **General Aviation and Rotorcraft:** one size does not fit all. General aviation and rotorcraft are important segments of the civil aviation community. Regulations for this sector need to be adapted to the safety risks in order to enable it to survive within Europe. Regulatory burden should be eliminated through the accelerated implementation of the EASA General Aviation Roadmap.
- **Environmental Competence of EASA:** there is no need to change the EASA competence in the field of noise and emissions where EASA should continue to align its regulations with global ICAO standards. In other domains, in particular REACH, the role of EASA should be strengthened to address the specific safety concerns of the aeronautical industry.
- **EASA's role on aviation safety research:** EASA currently has no budget to conduct its own research. ASD would support a role for EASA in the coordination and support of European aviation safety research. It should in particular set and publish safety research priorities based on the European Aviation Safety Plan (EASp) and emerging future technologies.



Jan Pie

Secretary General