

Harmonization of regulatory frameworks

The European case

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Understanding the EU institutions



Executive

Secretariat

Secretary General

Secretariat

Deputy SG

Deputy SG

...

Commission

President

Commission

Commissioner MOVE

Commissioner for TRADE

...

Legislative

East African
Legislative Assembly

Parliament

Judiciary

East African Court of Justice

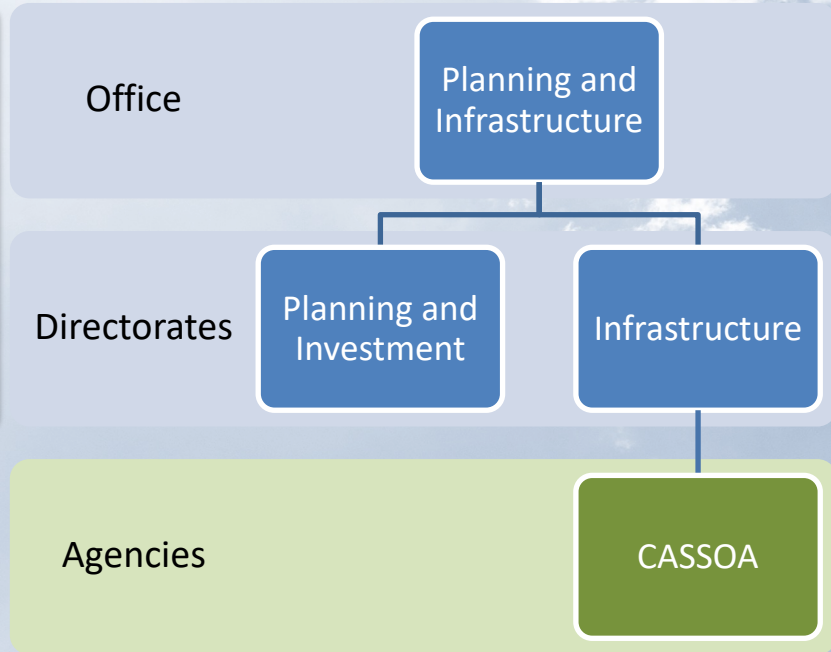
European Council

European Court of Justice

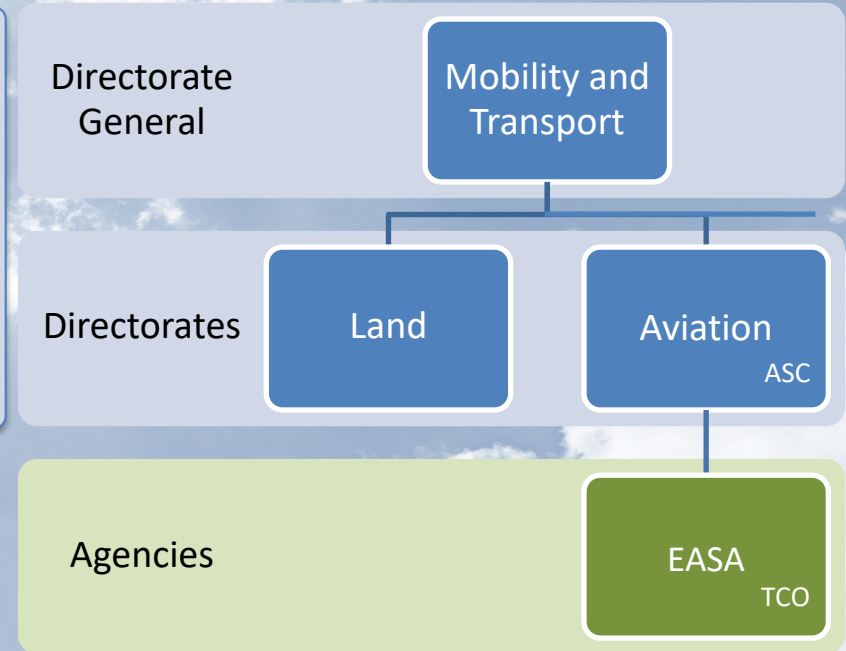
Understanding the EU institutions



Secretariat



Commission



EASA's history



1990s

Joint Aviation Authorities (JAA)



2002

“European Aviation Safety Agency” established by Reg. (EU) No 1592/2002. Scope: Aircraft airworthiness (Initial & Continuing) + Environment (Noise & Emissions)



2008

Reg. (EU) No 216/2008: Remit expanded to include: Air OPS, Aircrew Licencing (flight crew & cabin crew), Third-Country Operator (TCO) Authorisations



2009

Reg. (EC) 1108/2009: Remit expanded to include: Air Traffic Management (ATM) & Air Navigation Services (ANS) + Aerodromes (ADR)



2018

“Basic Regulation” (EU) 2018/1139 enlarges the European Union Aviation Safety Agency’s responsibilities to include Drones and Urban Air Mobility, (Cyber-)Security, and the reallocation of oversight responsibilities from the Member States to EASA as competent authority

Regulation structure

Link: [Regulations | EASA \(europa.eu\)](https://easa.europa.eu/regulations)

EASA Basic Regulation and related Implementing Regulations

- Basic Regulation
- Implementing Regulations
 - Initial and continuing airworthiness
 - Aircrew
 - Air operations, Balloons, Sailplanes
 - Third Country Operators (TCO)
 - ...

Other Regulations on the functioning of EASA

- Standardisation Inspections
- Board of Appeal
- Fees and charges
- Fines and Penalties

Regulation in the area of aviation safety not stemming from BR

- Occurrence Reporting
- Investigation and prevention of accident and incident in civil aviation
- Harmonisation of technical requirements and administrative procedures in civil aviation
- ...

It has not always been a smooth ride

“concern with ‘**lamentable**’ problems in safeguarding the skies over Europe”

“Safety ... could be **threatened** by EASA's lack of staff and resources, and inability to effect changes”

The Telegraph

Aircraft engineers slam safety standards
Insiders echo concern with 'lamentable' problems in safeguarding the skies over Europe. Charles Starmer-Smith reports.

Charles Starmer-Smith
11 November 2006 • 12:01am

Aircraft engineers this week joined MPs in condemning Europe's air-safety body as "an accident waiting to happen".

The House of Commons Transport Committee said that the European Aviation Safety Agency (EASA), formed in 2003 to co-ordinate safety regulation across Europe, was failing and could threaten air safety in Britain.

EASA is in charge of drafting safety legislation, overseeing safety standards and approving the design of aircraft and parts in use throughout Europe. The role was previously overseen by the national air authorities in each country. EASA is scheduled to take over aircraft inspections and by 2008 will be responsible for issuing pilots' licences and air traffic control services.

Gwyneth Dunwoody, chairman of the Transport Select Committee, said the safety of British holidaymakers could be **threatened** by **EASA's lack of staff and resources, and inability to effect changes.** "Its lamentable problems of governance, management and resources must not be allowed to compromise aviation safety in the UK in any way," she said.

EASA's principal tasks



Rulemaking & Standards

EASA drafts regulatory material, including Certification Specifications and Guidance Material



Certification & Approvals

EASA certifies aviation products and approves organisations where it has exclusive competence



Oversight & Support

EASA provides both oversight and support to Member States in fields where it has shared competence



International Cooperation

As safety and sustainability do not stop at European borders, EASA cooperates with its international partners



Safety Management

EASA provides actionable safety intelligence through the collection and analysis of safety and performance data

Rulemaking & Standards



Rulemaking & Standards

- Aligned with the Commission’s “Better Regulation” Agenda, EASA develops regulatory proposals, i.e. Notices of Proposed Amendments (NPAs) and Opinions that are based on evidence, proportionate, fit-for-purpose, and risk-based.
- The Agency’s Rulemaking Process aims to deliver maximum aviation safety, uphold the highest common standards applicable, and ensure environmental protection in a transparent manner and without compromising the competitiveness of the European Aviation Industry.
- Buy-in and early adoption is ensured by timely engagement with all stakeholders in the EASA Advisory Bodies.

Standardisation Inspections & Implementation Support



Oversight & Support

- EASA provides both oversight and support to Member States in fields where it has shared competence (e.g. Air OPS, ATM). This ensures the high and consistently applied implementation of standards across the European Union.
- The Agency's standardisation activities focus on the continuous monitoring of how National Competent Authorities (NCAs) apply the Basic Regulation and its Implementing Rules. It guarantees the mutual recognition of certificates and a level playing field through the Continuous Monitoring Activities (CMAs) where the Agency assesses the ability of NCAs to discharge their safety oversight obligations.
- Standardisation also assesses the State Safety Programmes (SSPs) and Occurrence-Reporting Regulation implementation levels in the Member States.

Benefits of regionalisation



Authorities

- Harmonisation and ability to pool resources and safety/security information
- Greater cost efficiency through mutual recognition and economies of scale
- Greater capacity to address cross-border challenges



Airlines

- Increased safety and interoperability
- Lower costs (training and hiring of personnel across the region)
- Move beyond 3rd, 4th and 5th freedom rights
- In the future, seamless airspace -> reduced fuel consumption and reduced emissions



Passengers

- Safer travel
- Lower prices
- Improved connectivity



Governments

- Enhanced policy dialogue
- Linked regions and communities
- Improved contribution to tourism, trade, investment and service flows



Partners

- Efficient delivery
- Bloc-to-bloc dialogue
- Politically more neutral

Addressing together future aviation's challenges

EASA
EUROPEAN AVIATION ENVIRONMENTAL REPORT 2022

EASA
ARTIFICIAL INTELLIGENCE ROADMAP 2.0
Human-centric approach to AI in aviation

IAM HUB

Alpha Electro

EASA
EUROPEAN PLAN FOR AVIATION SAFETY (EPAS) 2023-2025

ReFuelEU aviation and FuelEU maritime explained

The European Union's proposed regulations ReFuelEU aviation and FuelEU maritime aim to reduce the use of fossil-based fuels by aircraft and ships and, consequently, reduce the greenhouse gas (GHG) emissions from these transport sectors.

Why these regulations are needed

Aircraft and maritime
Minimum demand for 2.5% and 10.5% of EU transport emissions, respectively.

EU transport emissions
Based on base include EU (2018-2023)

2.5%	10.5%
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What will change

- 1. Aircraft fuel suppliers** will be obliged to gradually increase their share of sustainable aviation fuels (SAF) that they distribute.
- 2. Airlines departing from EU airports** will be obliged to offset any deficit in fuel emissions for their flights by investing in projects generating extra fuel to avoid additional GHG emissions (certificates for extra fuel more expensive).
- 3. EU airports** will guarantee the necessary infrastructure to deliver, store and refuel with sustainable aviation fuels.

In addition, a global labelling system and environmental performance for aircraft operators using sustainable fuels will be introduced under ReFuelEU. Airlines and airports must monitor their progress against the new **greenhouse gas** targets.

The FuelEU maritime regulation

will obligate vessels above 5000 gross tonnage sailing at European ports (with exceptions such as fishing ships).

- To reduce the greenhouse gas intensity of the energy used on board EU ships.

Annual average energy intensity reduction compared to the average in 2020

-15%	-45%	-14.5%	-35%	-40%	-50%
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To ensure the global green fuels will be produced at the scale needed, unless they use another zero-emission technology.

What the benefits will be

FRIDAYS FOR FUTURE

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Thank you for your attention!

easa.europa.eu/connect



An Agency of the European Union 