

## Measure 18: Technical requirements in the field of civil aviation and establishing a European Aviation Safety Agency

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<p><i>Policy package:</i> <b>3D:</b> Air safety, quality and environment</p>
<p><i>Measure18:</i> Common technical requirements in the field of civil aviation and establishing a European Safety Agency</p>
<p><i>What is the problem being addressed ?</i> The main goal of this measure is to establish and maintain a high uniform level of civil aviation safety in Europe, applying common technical (safety, quality and environmental) requirements for:</p> <ul style="list-style-type: none"><li>• the design, production, maintenance and operation of aeronautical products, parts and appliances, as well as personnel and organisations involved in such activities;</li><li>• personnel and organisations involved in the operation of aircraft.</li></ul> <p>This goal shall be achieved through:</p> <ul style="list-style-type: none"><li>• the recognition of certificates, licenses, approvals or other documents granted to products, personnel and organisations in accordance to the common EU regulation and its implementing rules;</li><li>• the establishment of an independent European Aviation Safety Agency (EASA);</li><li>• the uniform implementation of all necessary acts by the national aviation authorities and the Agency within their respective areas of responsibility.</li></ul> <p>The scope of the measure include also air operations and flight crew licensing.</p>
<p><i>Measure's costs and/or benefits:</i> Additional information is needed on the installation and annual operation costs of EASA.</p>
<p><i>Legislative implementation at the EU level:</i> The measure has been enacted with the Regulation N° 1592/2002 of the European Parliament and of the Council of 15 July 2002. For the purpose of the implementation of this regulation, a European Aviation Safety Agency shall be established, which:</p> <ul style="list-style-type: none"><li>• is independent in relation to technical matters and has legal, administrative and financial autonomy;</li><li>• shall be allowed to develop its expertise in all aspects of civil aviation safety and environmental protection covered by the Regulation;</li><li>• shall undertake airworthiness and environmental certification tasks with regard to aeronautical products, parts appliances as well as organisations in the civil aviation sector as from 28 September 2003;</li><li>• shall conduct standardisation inspections of Member States competent national aviation authorities;</li><li>• shall conduct technical investigations of civil aviation undertakings – directly or through the national aviation authorities or qualified entities;</li><li>• shall publish annually a civil aviation safety review, in order to inform the public of the general safety level.</li></ul> <p>With regard to air operations and flight crew licensing, the Regulation required the Commission to submit proposals to the European Parliament and to the Council. However, although the Commission had elaborated in its proposals a brief reference to flight and duty time, the European Parliament has taken the initiative in September 2002 to propose of specifying in sufficient detail the minimum standards for flight duty and rest times of pilots and other cabin crew. The parliamentary amendment restricts the maximum daily flight duty period to 13 hours, or to 11 hours 45 minutes when the duty period is between 22.00hrs and 04.59hrs. This amendment had the full support of the Association of European Airlines, European regional airlines, many charter operators and the ETF. Member States can still adopt even more stringent regulations if they so wish.</p>
<p><i>What are the objectives ?</i> Besides the overarching goal of ensuring an uniform level of civil aviation safety in Europe, additional</p>

objectives of this measure include:

- to ensure a high uniform level of environmental protection;
- to facilitate the free movement of goods, persons and services;
- to promote cost-efficiency in the regulatory and certification processes and to avoid duplication at national and European level
- to assist Member States in fulfilling their obligations under the Chicago Convention and to promote Community views regarding civil aviation safety standards and rules throughout the world by establishing appropriate cooperation with third countries and international organisations.

Additional information is needed on the actual establishment and first period of operation of EASA. Considering that certification tasks had to be undertaken by the Agency since 28 September 2003, it seems still to early to assess if substantial simplification in the certification process has been achieved.

*Interactions with other WP measures:*

Among the tasks of the Agency there are environmental certifications tasks whose aim clearly contribute to the noise control of civil subsonic aircraft (Measure 22).

Another important relation may be found with the EU external relations in the field of transport (Measure 78), because EASA is destined to become the key actor supporting the Community in the civil aviation international negotiations.

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*Output indicators:*

The output of the measure can be ascertained in the future using the following indicators on an annual basis:

- Degree of simplification of certification procedure in the Member States (0 = no simplification; 10 = full simplification);
- Number of airworthiness certificates issued by the Agency for aeronautical products, parts and appliances in the Member States;
- Number of environmental certificates issued by the Agency in the Member States;
- Number of organisation certificates issued by the Agency in the Member States;
- Number of technical inspections associated with products, parts and appliances certification per 1.000 certificates issued by the Agency in the Member States
- Number of civil aviation undertakings inspections per 1.000 organisation certificates issued by the Agency in the Member States
- Total number of certificates (products and organisations) amended, suspended or revoked/total number of certificates issued by the Agency in the Member States

*Outcome indicators: intermediate impacts on transport markets*

A more effective safety certification process is expected to stimulate innovation reducing time and money costs for the certification of new products, parts and appliances. Therefore, key market indicators related to this measure shall include producers data:

- Aeronautical products and civil aviation enterprises, employment and turnover: yearly data for aircraft industry and civil aviation undertakings can be collected at national level in the Member States. Eurostat publish the data for air transport enterprises, employment and turnover at selected years.

*Outcome indicators: final impacts on transport users and non users*

The main expected outcome of the Regulation is clearly an increasing civil aviation safety. This can be measured with the indicator “victims by EU air operators anywhere” published by EUROSTAT. Another important associated outcome should be a more cost-effective and harmonised process of environmental certification and an increasing proportion of compliant aircraft, leading to a reduction in noise and air pollutant emissions.