

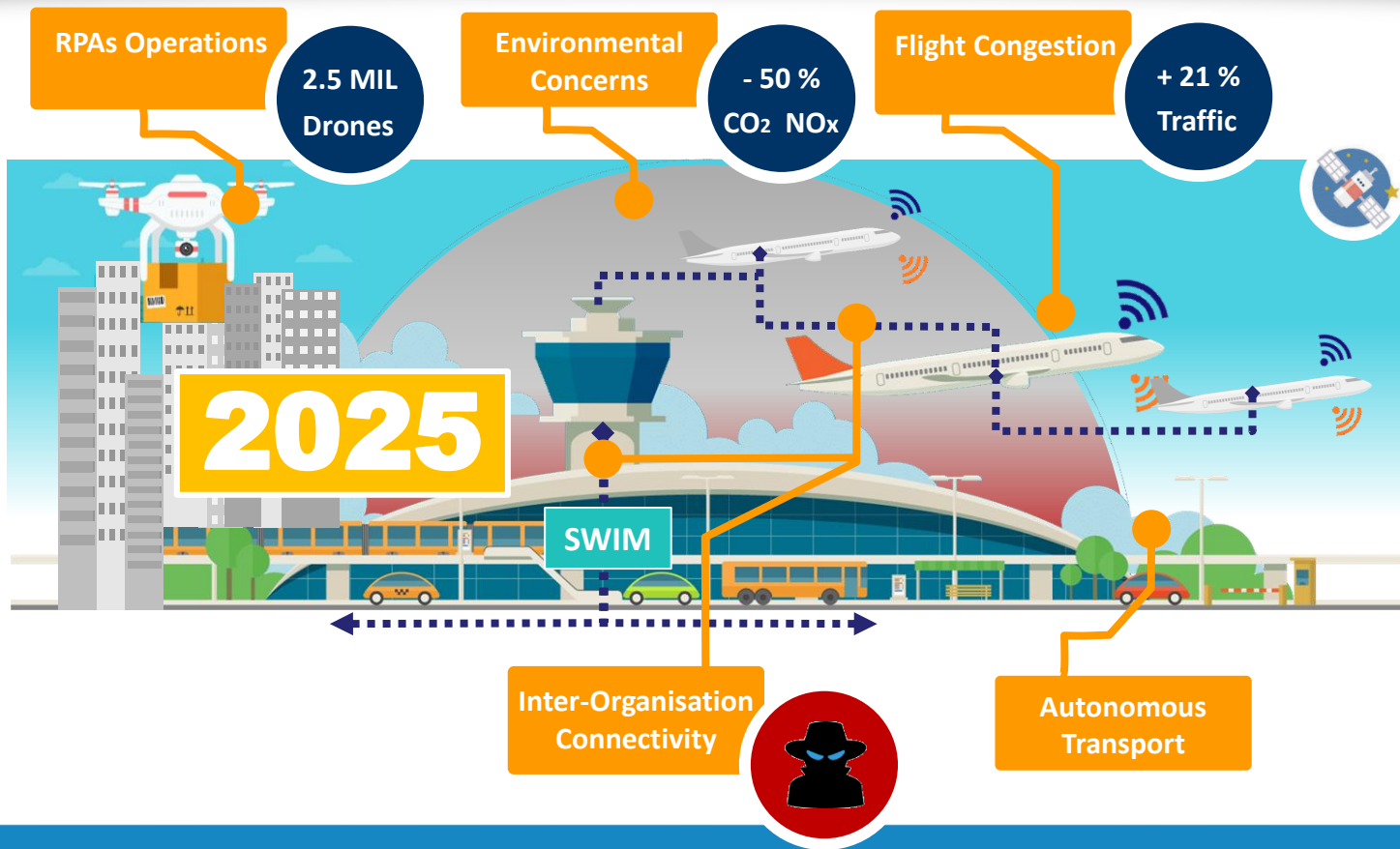
Institutionalising an independent European Regulator

EASA acting as PRB

Your safety is our mission.



Why streamline Economic Regulator for ATM in Europe?



Independent Aviation Regulator – Mission

- Ensure the highest common level of safety protection for EU citizens
- Ensure the highest common level of environmental protection
(environmental remit expanded in Basic Regulation 2018/1139 Art. 87)
- Single regulatory and certification process among Member States
- Facilitate the internal aviation single market & create a level playing field
- Work with other international aviation organisations & regulators

Independent Aviation Regulator - Tasks

- Draft implementing rules in all fields pertinent to the EASA mission
- Certify & approve products and organisations, in fields where EASA has exclusive competence - airworthiness and environmental protection
- Provide oversight and support to Member States in fields where EASA has shared competence - e.g. Air Operations, ATM/ANS
- Certify and oversee third country and pan-european operators
- Cooperate with international actors in order to achieve the highest safety and environmental protection level for EU citizens globally (e.g. EU safety list, Third Country Operators authorisations)

EASA performance related functions under Basic Regulation

→ **Safety**

- Monitoring and reporting of the SES Safety performance
- Oversight of National Supervisory Authorities
- European Plan for Aviation Safety
 - identifies the main safety risks affecting the European aviation safety system
 - specifies the level of safety performance in the Union

→ **Environment**

- Monitoring, reporting and recommendations, including SES (*European Aviation Environmental Report*)
- interdependencies between environment and other technical domains
- Environmental Label Programme
- Sustainable aviation fuel –aircraft and airport operators database (regulation *currently under adoption*)

→ **Capacity**

- Competent authority for Network Manager

→ **SESAR deployment phase**

- Monitoring of the SESAR Deployment Management
- Evaluation of the SESAR deployment phase

EASA future role acting as PRB

- **Role in respect of the performance and charging schemes:**
 - Total system approach to aviation in support of the overall performance of civil aviation sector
- **Many elements to support the set up:**
 - possibility to bring together existing expertise in dealing with safety **and** economic performance, respecting the independence of the PRB
 - established and well functioning EASA-ECTL cooperation
 - established program for data collection and analyses
 - Data4Safety - can be further developed to include ATM economical dimension
 - Environmental Portal – Aircraft Noise and Performance Data Base/Noise Certificate Data Base
 - expertise with monitoring national authorities can bring synergies and increase effectiveness for performance monitoring of service providers
- **No extra cost**
 - use of already existing support services: HR, finance, legal, IT systems, ECTL TeCO
 - the core PRB activities will be mainly financed by designated air traffic service providers (as it is today!)

Building more bridges

Less legal complexity and duplications

- Governance
 - Reducing layers of management
 - Ensuring the Management Board deals with the currently missing related PRB function
- Organisational and decision structure
 - Conflict of interest can be avoided via organizational separation not institutional!
- Procedural efficiency
 - Build on existing working methods – procedures for the development of opinions, taking decisions, cooperating with MS and consultation mechanisms

Questions?

easa.europa.eu/connect



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An Agency of the European Union 