Airline industry expectations from a European regulator

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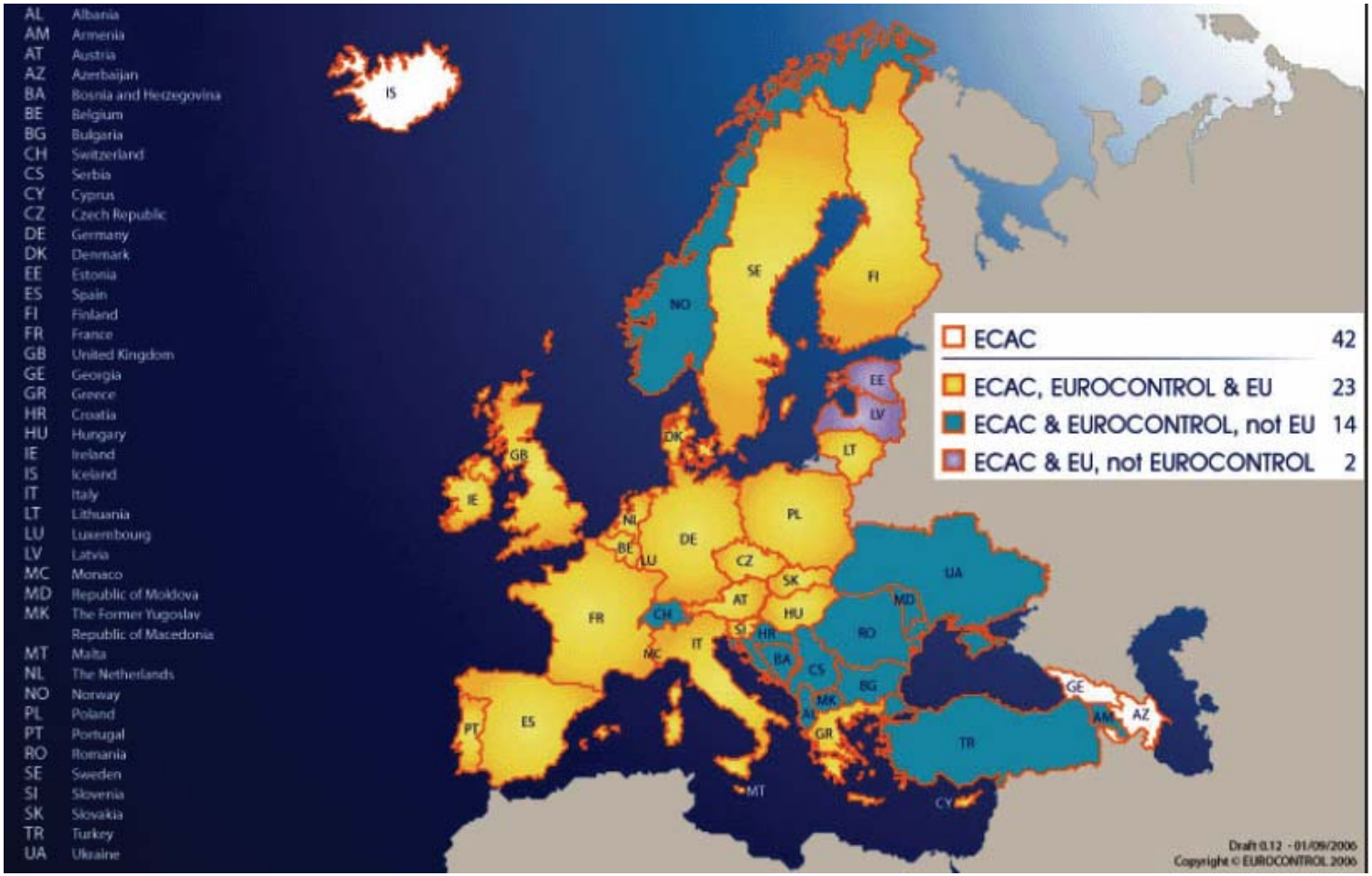
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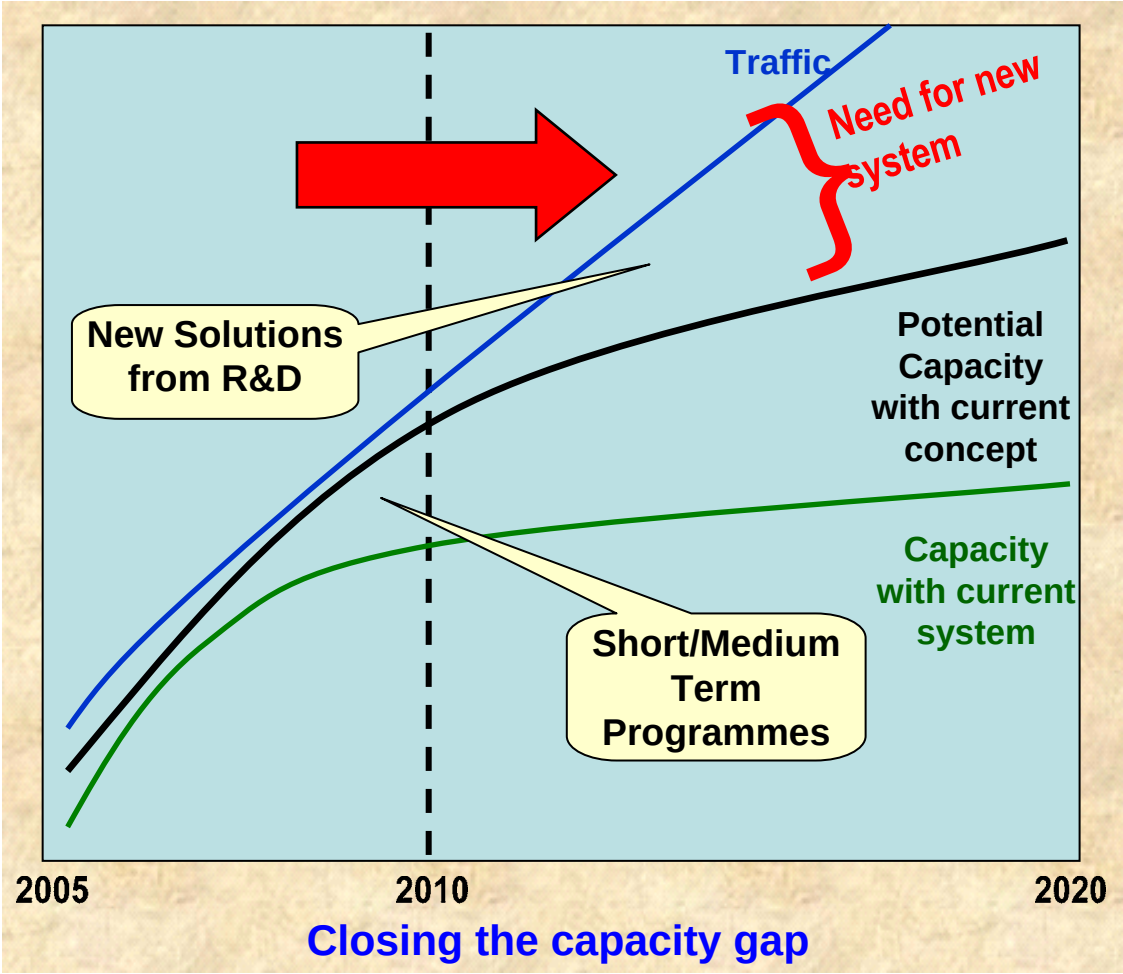
- Air Traffic forecast to double by 2020
- Timely shift towards new system is required
- But with a sense of urgency from today



Future of Aviation Regulation

Airline expectations

- A simple regulatory framework which enables and drives
  - the four “classic” objectives of
    - Safety
    - Capacity
    - Performance
    - Cost efficiency
  - the Single European Sky
  - Industry accountability for service provision
  - continuous engagement and commitment of all stakeholders

Safety is #1 priority

European Aviation Safety Agency (EASA)

- **Strong Safety Regulator**
- **Total systems approach**
- **Harmonisation**
- **Cost efficiency**

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- IOSA

Key requirements for the SES

- Learn from the past
- SINGLE VISION – broad in first instance to allow the specific details to be agreed and evolve
- Uniformity of standards across Europe
- Productive partnership of EC and States (civil and military)
- No sacred cows
- Focus on change management and communication
- Open engagement and commitment

Key principles (1)

- Separation of regulatory activities from service provision
- A single authority to enable and drive towards a single vision
- Integrated regulation
- Optimum regulatory balance between single, central framework and local, detailed implementation (one size does NOT fit all)

Key principles (2)

- Simplification and clarity of roles and responsibilities
- Effective and cohesive governance at all levels
- Allow those who know best to carry out the functions they can do best within agreed framework
- Build on today's successes and strengths but evolve rapidly within agreed vision/roadmap and pragmatic/achievable timescale

The Vision

A five layer model

- Level 1 Political
- Level 2 Regulatory
  - Single European Sky Agency

- Level 3 Common industry services
  - European Air Traffic Management Board
- Level 4 Air Traffic Control
  - FABs and ANSPs
- Level 5 3rd party providers

Single European Sky Agency

Delegated by the EC to

- Provide fully integrated regulation, including economic regulation of ANSPs
- Ensure FABs are progressed
- Provide appropriate interfaces to EASA and ICAO
- Fully exploit the skills and resources which exist today, particularly in EUROCONTROL
- Enjoy the commitment, confidence and involvement of the States
- Fully engage all other stakeholders in a structured way

The Vision

A five layer model

- Level 0 Political
- Level 1 Regulatory
  - Single European Sky Agency

- Level 2 Common industry services (SESAR, flow management, CNS….)
  - European Air Traffic Management Board
- Level 3 Air Traffic Control
  - FABs and ANSPs
- Level 4 3rd party providers

How to deliver ?

- Within agreed mandates/framework
  - Regulatory leadership from the EC, agreed and enabled by States
  - Industry leadership of service provision, within agreed mandate/framework
- Strong process and stakeholder engagement, as with previous High-Level Group
- A “Comité de Sage” of 4-5 respected senior individuals to act as SES “champions” to drive and steer the Vision, the plan and the implementation, reporting to Commissioner Barrot
- Ensure all decisions/actions are consistent with and enable the Vision
- Agreement by 2008, implemented by 2013

What industry needs from this conference

- All stakeholders to
  - Support the broad vision in the 5-layer model
  - Commit to change, overcome the barriers
  - Act on the recommendations of the Performance Review Commission
  - Work on the details together
  - Be champions too – make it happen!

THANK YOU