



COMMISSION DES COMMUNAUTÉS EUROPÉENNES

Bruxelles, le 17.6.2008  
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**AVIS DU COMITÉ DES ÉVALUATIONS D'IMPACT**

**PROPOSITION DE REGLEMENT DU PARLEMENT EUROPEEN ET DU CONSEIL  
AMENDANT LE REGLEMENT (CE) N° 216/2008 DANS LE DOMAINE DES  
AERODROMES, DE LA GESTION DU TRAFIC AERIEN ET DES SERVICES DE  
NAVIGATION AERIENNE**

{COM(2008) 390}  
{SEC(2008) 2086}  
{SEC(2008) 2087}





EUROPEAN COMMISSION  
IMPACT ASSESSMENT BOARD

Brussels, 23 AVR. 2008  
D(2008) 3382

### Opinion

**Title** Impact Assessment on extending the EASA system to the regulation of aerodromes, Air Traffic Management and Air Navigation Services (ATM / ANS)

**Lead DG** DG TREN

#### 1) Impact Assessment Board Opinion

##### **(A) Context**

The European Aviation Safety Agency (EASA) is a Community Agency established in 2002. Its main objective has been to establish and maintain common standards of safety and environmental protection in civil aviation. Currently the Agency's remit does not include the safety regulation of airports or of air traffic management and air navigation systems. EASA operates in a complex and evolving regulatory system for aviation safety, within the EU, for the whole of Europe and globally. As regards the EU, the legislative package Single European Sky (SES) from 2004 has already brought the ATM and ANS regulatory competence on Community level. Currently, the Commission proposes a second package containing next to the proposed extension of EASA's competences a revision of the original SES regulation (SES-II) and the SESAR Master-plan (concerning ATM research). As regards the wider international context, aviation safety issues are being tackled by a number of intergovernmental organisations with a wider membership than the EU countries, notably EUROCONTROL and ECAC (38 and 42 European countries respectively) and the United Nations organisation ICAO. However, these organisations have only an incomplete coverage of the aviation safety system and cannot impose mandatory rules.

##### **(B) Positive aspects**

The IA report is clearly and concisely written, in particular in its description of the complex regulatory environment of aviation safety. A wide range of options is considered and the appraisal covers the compliance costs for EU aviation regulators.

##### **(C) Main recommendations for improvements**

*The recommendations below are listed in order of descending importance. Some more technical comments have been transmitted directly to the author DG and are expected to be incorporated in the final version of the impact assessment report.*

**General recommendation:** The IA report would benefit from outlining more clearly the current situation in the EU as regards aviation safety risks and the related regulatory failures. It should explain the rationale of the "three pillars of effective safety regulation"

Commission européenne, B-1049 Bruxelles / Europese Commissie, B-1049 Brussel - Belgium. Telephone: (32-2) 299 11 11. Office: BERL 6/29. Telephone: direct line (32-2) 2981898. Fax (32-2) 2965960.

E-mail: impact-assessment-board@ec.europa.eu

## 2) IAB scrutiny process

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Author DG	DG TREN
External expertise used	No
Date of Board Meeting	16 April 2008
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