

European Laws, Policies, Regulation & the Middle East

International Conference on Air
Transport, Air Law and Regulation

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1

Introduction

- Traditionally we are used to discuss bilateral or multilateral air services agreements, ranging from a more restrictive to a more liberal regime.
- Also, a number of countries link air transport liberalization to broader commercial or free trade agreements.

5/26/2010

2

Introduction

- The European Union is taking the aero-political discussion to a new dimension, with a much broader agenda...
- This has been the case with the much followed EU-US air transport negotiations.
- And it is also a clear trend in EU's relations with Middle East countries.

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3

EU & the Middle East

Most of you may have heard that Morocco has signed an open aviation agreement with the EU in 2006 and that Jordan has initialled a similar agreement in March 2010.

Furthermore, the EC has the mandate to negotiate with 3 other Mediterranean countries (Algeria, Lebanon and Tunisia)

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4

EU & the Middle East

The above countries are part of the “Euro-Mediterranean partnership” or “Union for the Mediterranean” initiatives.

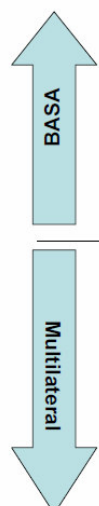
In 2007 it was launched the Euro-Med Aviation project, a comprehensive program with a proposed roadmap that addresses five main components:

1. Aviation market
2. Security
3. Safety
4. Environment
5. Air traffic management (ATM)

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5

EU & the Middle East



| | |
|---|--|
| A | 1st, 2nd, 3rd, 4th freedom inside EU and MEDA |
| B | Freedom for carriers to decide on the capacity they implement |
| C | The freedom to set fares and tariffs |
| D | The free movement for non-commercial operators |
| E | The free provision of aerial work services |
| F | The right of investment in air transport activities without nationality conditions |
| G | Convergence to EU standards and regulations in the domain of safety, security, ATM and environment |
| H | The reciprocal acceptance of certification findings as regards aeronautical products, including airport and ATM systems and components, aeronautical products maintenance and aviation professional training |
| I | Free provision of air transport services within EUMEDA |
| J | The one-stop shop for security checks |
| K | Progressive alignment of environmental protection requirements with those of the European Union |
| L | Progressive extension of the SES legislation |

EU & the Middle East

The ultimate objective of the Road Map is to implement the Euro-Mediterranean Common Aviation Area (EMCAA), a common market between the EU and the Mediterranean partner countries with harmonised operational rules.

As a result, we are not only talking about full market opening in terms of access, capacity and fares, but the extensive application of European legislation on aviation safety, security, environment and Air Traffic Management areas!!

5/26/2010

7

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8

EU & the Middle East

The EuroMed initiative may not be fully applicable to other regional blocks, such as the Gulf Cooperation Council (GCC) States.

Notwithstanding, most Arab countries are looking forward to have comprehensive aviation agreement and «regulatory convergence» is a growing trend in the region.

5/26/2010

9

EU & the Middle East

And how far is this “regulatory convergence” going to be required ?

- Licenses, fares, market access ?
- Air passenger rights ?
- Allocation of slots ?
- Ground handling ?
- Computer Reservation Systems ?
- Noise & Emissions ?
- Security (already)
- Safety (already)
- Insurance ?
- Air Traffic Management - Single European Sky (already)
- Strict competition and state aid rules ?
- AND SO ON TO THE ACQUIS COMMUNITAIRE???

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Confidential

10

EU Safety Regulations



European Aviation Safety Agency

EASA Second International Cooperation Forum
The Monarch Hotel, Dubai, 27 – 29 April 2010

Final Agenda

Day 1 – Tuesday 27 April 2010

| When? | What? | Who? | Where? |
|-------------|--|--|-----------------------|
| 08:30-09:00 | REGISTRATION | All Attendants | Registration Desks |
| 09:00-09:20 | Opening Speech by EASA Executive Director | Mr Patrick Goudou, Executive Director, EASA | The Al Massa Ballroom |
| 09:20-09:40 | Opening Speech by Host Organisation GCAA | H.E. Saif Mohammed Al Suwaidi, Director General of GCAA UAE General Civil Aviation Authority | The Al Massa Ballroom |
| 09:40-10:00 | Organisation notes and conduct of the EASA International Cooperation Forum | Mr Erick Ferrandez, Manager Int'l Technical Cooperation, EASA | The Al Massa Ballroom |
| 10:00-10:30 | Coffee or Tea break | | |
| 10:30-11:00 | DCA Malaysia adaptation of Part 145 and Part II | Mr Yusof Ahmad, Deputy Director Airworthiness, DCA Malaysia | The Al Massa Ballroom |
| 11:00-11:30 | Perspective from a Regional Safety Oversight Organisation: UENOA | Ms Irene Saka, Director of Air Transport and Tourism/UENOA Commission (Union Economique et Monetaire Ouest Africain) | The Al Massa Ballroom |
| 11:30-12:00 | EUROHED Project, ENCAA (Euro-Mediterranean Common Aviation Area) and JAA Concept DCA | Mr Omar R. Kaddouh, Director of Flight Safety, Lebanese Civil Aviation Authority (On behalf of EUROHED Countries) | The Al Massa Ballroom |
| 12:00-12:30 | Perspective from a European Neighbouring Country, Croatian CAA | Mr Omer Pita, Director, Croatian Civil Aviation Agency | The Al Massa Ballroom |
| 12:30-14:00 | Lunch | | Restaurant Mizaan |
| 14:00-14:30 | Transition to a Central American Regulatory Agency | Mr Jorge Vargas, Director, Central America Aviation Safety Agency | The Al Massa Ballroom |
| 14:30-15:00 | Jordan experience on regulatory convergence with European regulations | Dr Hisham Al-Husban, Director Airworthiness Standards, CABG Jordan TBC | The Al Massa Ballroom |
| 15:00-15:30 | Aviation Safety in the European Union | Ms Valerie Gray, DG MOVE, European Commission | The Al Massa Ballroom |
| 15:30-16:00 | Coffee or Tea Break | | |
| 16:00-16:30 | Update on EASA Activities | Mr Thaddee Sulocki, Head of Int'l Cooperation Department, EASA | The Al Massa Ballroom |

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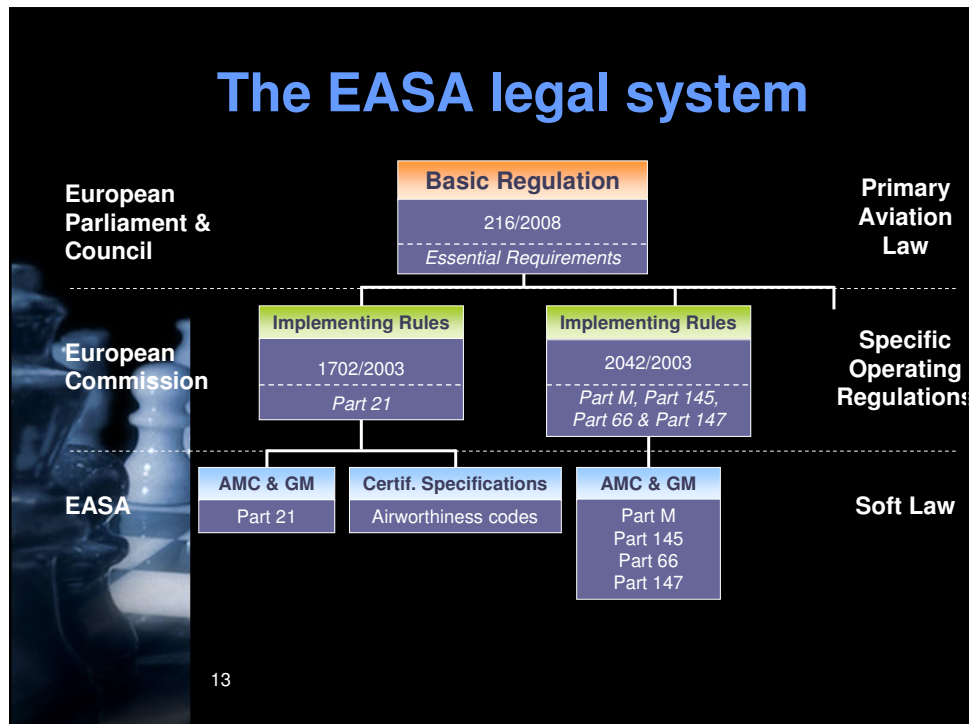
11

EU Safety Regulations

- Safety regulations convergence can be made by adoption or by adaptation of EASA regulations.
- It can be made at the national or at a sub regional level.
- But EASA regulations are foreign law that come from a very complex legal and institutional setup which creates many challenges...

5/26/2010

12



Some of the Challenges

- EASA regulations may differ or go beyond ICAO standards.
- Third parties have not a saying in the modification of the regulations.
- In most of the cases, regulations may only be adapted or made compatible by states (tailor made to EU).
- Need to review institutional issues such as legal competencies and enforcement mechanisms.
- Difficulties to have proper/timely information about amendments.
- Difficulty of interpretation and need to have access to EASA's interpretation of regulations.

Many thanks!

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5/26/2010

15