



Secretary General – Speaking Remarks
European Aviation Safety Agency (EASA) National Aviation Authorities (NAA) partnership meeting
Cologne
Thursday, 16 May 2013

1. It is a great honour for me to join this EASA-NAA partnership meeting. ICAO's participation reflects the continuous progress in coordinating activities performed by EASA and ICAO. I would like to start my intervention commending the appointment of an EASA representative to the EU office in Montreal who has promoted the coordination of our endeavours.
2. EASA and ICAO have enjoyed a long standing cooperative relationship facilitated through a Memorandum of Cooperation signed in March 2006. The European Union and ICAO agreed to expand their cooperation by signing an MoC that entered into force in March 2012. This new agreement allows both Organizations to integrate coordinated technical areas into their working methodologies. An EU-ICAO Joint Committee was also established to ensure the implementation of the MoC by adopting relevant Annexes and working arrangements.
3. During the first two EU-ICAO Joint Committee meetings, the first Safety Annex was adopted and working arrangements were initialized between the European Commission and ICAO to formalize the coordination of monitoring activities. The mature stage of the negotiations for the working arrangements between ICAO and EASA, reflect a solid understanding at the technical level between these organizations and are expected to be initialized during the next Joint-Committee meeting. These actions will lead to the formal adoption of both working arrangements in the near future.
4. Through the mechanisms and procedures agreed, the cooperation of technical expertise has expanded. Experts are now able to report on safety monitoring systems. ICAO is also able to recognize monitoring activities conducted by European counterparts, reducing duplication of efforts on States and our monitoring programmes, as mandated by the ICAO Assembly in 2010. In addition, seven EASA experts were trained as USOAP auditors or subject matter experts, while twenty additional officers are being trained through the USOAP CMA computer-based training free of charge.

5. I also note that our working arrangements will formalize the ICAO's monitoring of safety oversight functions entrusted by European Member States to the EC and EASA. This building block is intended to recognize the effective implementation of the safety oversight functions performed at the supra-national level in Europe, while assuring each stakeholder's mandates, rights and responsibilities.
6. ICAO is also thankful with EASA for its active participation in the development of Standards and Recommended Practices (SARPs) through the nomination of experts to ICAO panels and working groups, as well as the secondment of officers to progress ICAO's initiatives. While this expertise has been key in headquarters for the accomplishment of common objectives, I also see potential benefits for the secondment of expertise to the ICAO regional offices. In parallel, we encourage EASA to support the continuous implementation of ICAO provisions and related procedures.
7. In this regard, it is also important to point an area of opportunity in regards to the coordination of assistance activities for the enhancement of aviation safety. ICAO recognizes the critical need to closely coordinate these activities with EASA, in order to maximize their cost-effectiveness and operational benefits.
8. I would also like to take this opportunity to refer to work being conducted by the Europe implementing rules on third country operators for commercial air transport. This amendment is intrinsically related to the principles governing aircraft operations established in Annex 6 to the Chicago Convention and the USOAP.
9. ICAO would like to encourage the EC and EASA to ensure that ICAO safety programmes and projects are not affected by the issuance of the proposed amendment and that it does not place additional burden on ICAO Member States and air operators by potentially allowing for multiple monitoring systems.
10. In closing ladies and gentlemen, coordination and collaboration among ICAO and EASA are critical to progress the enhancement of aviation safety. I would like to express my sincere appreciation for the EASA's continuous engagement and support towards this common objective.

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