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Keyword "European Aviation Safety Agency"

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Creation date : 17-04-2024

Single European Sky 2+ package

Publication type Briefing

Date 05-04-2024

Author SOONE Jaan

Policy area Transport

Keyword air and space transport | air safety | air space | air traffic control | common transport policy | ENVIRONMENT | environmental policy | environmental protection | EU institutions and European civil service | Eurocontrol | European Aviation Safety Agency | European organisations | EUROPEAN UNION | European Union law | international law | INTERNATIONAL ORGANISATIONS | LAW | proposal (EU) | Single European Sky | TRANSPORT | transport policy

Summary The Single European Sky (SES) initiative seeks to make EU airspace less fragmented and to improve air traffic management in terms of safety, capacity, cost-efficiency and the environment. Its current regulatory framework is based on two legislative packages: SES I (adopted in 2004), which set up the principal legal framework, and SES II (adopted in 2009), which aimed to tackle substantial air traffic growth, increase safety, and reduce costs and delays and the impact of air traffic on the environment. Nonetheless, European airspace remains fragmented, costly and inefficient. The European Commission presented a revision of the SES in 2013 (the SES 2+ package). While the Parliament adopted its first-reading position in March 2014, in December 2014 the Council agreed only a partial general approach, owing to disagreement between the UK and Spain over the application of the text to Gibraltar airport. With Brexit having removed this blockage, the Commission has amended its initial proposal. Following lengthy negotiations, the Council and Parliament negotiating teams reached a provisional agreement at early second reading on 6 March 2024. This now needs formal adoption by both institutions. Third edition of a briefing originally drafted by Maria Niestadt. The 'EU Legislation in Progress' briefings are updated at key stages throughout the legislative procedure.

Briefing [EN](#)

Cost of Non-EU Agencies Focusing on the Health and Safety Cluster of the EU Decentralised Agencies

Publication type Study

Date 31-10-2021

External author Jack Malan, Giorgio Cacciaguerra, Sandra Ruiz, Cara Burillo Feduchi and Ivan Bosch-Chen, Centre for Strategy & Evaluation Services (CSES)

Policy area Budget | Budgetary Control

Keyword anti-crisis plan | coronavirus disease | economic policy | ECONOMICS | epidemic | EU institutions and European civil service | European Agency for Safety and Health at Work | European Aviation Safety Agency | European Centre for Disease Prevention and Control | European Food Safety Authority | European Maritime Safety Agency | European Medicines Agency | EUROPEAN UNION | European Union Agency for Railways | health | health policy | SOCIAL QUESTIONS

Summary The Analytical Study suggests that the seven EU agencies in the health and safety field demonstrate strong European added value and that this is widely recognised by Member States and other stakeholders including business. The agencies have played an important role in the COVID-19 pandemic. More generally, the study concludes that the cost of 'non-agencies', i.e. a situation where the agencies ceased to exist, would be higher to the European Commission, national authorities and business than the current cost of the seven agencies to the EU budget.

Study [EN](#)

Executive summary [DE](#), [EN](#), [FR](#)

New civil aviation safety rules

Publication type Briefing

Date 15-10-2018

Author Niestadt Maria

Policy area Adoption of Legislation by EP and Council | Transport

Keyword air and space transport | air safety | air traffic | aircraft | airport | civil aviation | crew | drone | EC Regulation | EU institutions and European civil service | European Aviation Safety Agency | EUROPEAN UNION | European Union law | organisation of transport | Single European Sky | TRANSPORT | transport accident | transport policy

Summary Flying remains one of the safest forms of transport, and the EU's accident rate is lower than in the rest of the world. However, it cannot automatically be assumed that such performance will continue, as global air traffic is forecast to double over the next 20 years. New technologies, such as unmanned aircraft (drones), are also appearing in European skies, which require adaption of the current regulatory framework. In December 2015, the European Commission proposed to update aviation safety rules. Two years later, the European Parliament and the Council reached a provisional agreement on the new rules and the rules have been in force since 11 September 2018. The reform includes the first-ever EU rules for civil drones, extends the EASA's mandate and provides for using existing resources more efficiently. Fourth edition. The 'EU Legislation in Progress' briefings are updated at key stages throughout the legislative procedure. To view earlier editions of this briefing, please see: PE 620.199, 28 March 2018.

Briefing [EN](#)

New civil aviation safety rules

Publication type Briefing

Date 28-03-2018

Author Niestadt Maria

Policy area Adoption of Legislation by EP and Council | Transport

Keyword air and space transport | air safety | air traffic | air traffic control | aircraft | airport | civil aviation | crew | drone | ENVIRONMENT | environmental policy | environmental protection | EU institutions and European civil service | European Aviation Safety Agency | EUROPEAN UNION | European Union law | organisation of transport | proposal (EU) | TRANSPORT | transport accident | transport policy

Summary Flying remains one of the safest forms of transport, and the EU's accident rate is lower than in the rest of the world. However, it cannot automatically be assumed that such performance will continue, as global air traffic is forecast to double over the next 20 years. New technologies, such as unmanned aircraft (drones), are also appearing in European skies, which require adaption of the current regulatory framework. In December 2015, the European Commission proposed to update aviation safety rules. Two years later, the European Parliament and the Council reached a provisional agreement on the new rules. The reform includes the first-ever EU rules for civil drones, extends the EASA's mandate and provides for using existing resources more efficiently. The provisional agreement now needs to be confirmed by Parliament in plenary. Third edition. The 'EU Legislation in Progress' briefings are updated at key stages throughout the legislative procedure. To view earlier editions of this briefing, please see: PE 595.877, 12 January 2017.

Briefing [EN](#)

Multimedia [New civil aviation safety rules](#)

Aviation safety

Publication type EU Fact Sheets

Date 01-07-2017

Author THOMAS Marc

Policy area Transport

Keyword air and space transport | air safety | aircraft | airline | civil aviation | common transport policy | consumer protection | consumption | EU institutions and European civil service | European Aviation Safety Agency | European construction | EUROPEAN UNION | International Civil Aviation Organisation | INTERNATIONAL ORGANISATIONS | single market | TRADE | TRANSPORT | transport policy | United Nations

Summary Common rules, which have gradually been extended to cover the entire aviation sector, guarantee a uniform, high level of safety[1] throughout the internal market in air transport.

EU Fact Sheets [BG](#), [CS](#), [DA](#), [DE](#), [EL](#), [EN](#), [ES](#), [FI](#), [FR](#), [HU](#), [IT](#), [LT](#), [LV](#), [NL](#), [PT](#), [RO](#), [SV](#), [ET](#), [HR](#), [MT](#), [PL](#), [SK](#), [SL](#)

New civil aviation safety rules

Publication type Briefing

Date 12-01-2017

Author Niestadt Maria

Policy area Adoption of Legislation by EP and Council | Transport

Keyword air and space transport | air safety | air traffic | aircraft | airport | civil aviation | crew | drone | ENVIRONMENT | environmental policy | environmental protection | EU institutions and European civil service | European Aviation Safety Agency | EUROPEAN UNION | organisation of transport | TRANSPORT | transport policy

Summary Despite some recent high-profile disasters, flying remains one of the safest forms of transport and the EU's accident rate is lower than in the rest of the world. However, it cannot automatically be assumed that such performance will continue, as global air traffic is forecast to double over the next 20 years. In addition, new technologies, such as unmanned aircraft (drones), are also appearing in European skies, which require adaption of the current regulatory framework. In December 2015, the European Commission proposed to replace the current Regulation on civil aviation safety and the European Union Aviation Safety Agency (EASA). The new proposal would introduce risk- and performance-based rules, close some safety gaps and interlinks safety more closely with other domains such as security and the environment. It proposes to strengthen EASA's role and take several measures to use existing resources more efficiently (e.g. sharing aviation inspectors). It also introduces essential requirements for drones. In November 2016, the European Parliament's Committee on Transport and Tourism generally backed the updated rules, in particular the idea of regulating drones at EU level. The report constitutes Parliament's position for negotiations with the Council, which adopted its general approach for the negotiations with the Parliament on 1 December 2016. This updates an earlier edition, of January 2016: PE 573.933. "A more recent edition of this document is available. Find it by searching by the document title at this address: <http://www.europarl.europa.eu/thinktank/en/home.html>"

Briefing [EN](#)

Research for TRAN Committee - Prospects for “Remote” En-Route Air Traffic Services

Publication type Study

Date 15-08-2016

External author Stephen Wainwright and Rosie Offord, Mark Scott (Steer Davies Gleave)

Policy area Forward Planning | Tourism | Transport

Keyword air and space transport | air traffic | communications | computer crime | EDUCATION AND COMMUNICATIONS | EU institutions and European civil service | European Aviation Safety Agency | EUROPEAN UNION | information technology and data processing | radio telecommunications | satellite communications | TRANSPORT | transport policy | transport regulations | transport safety

Summary Remote tower services, where aircraft at an airport are remote-controlled from a separate location, have been introduced to some airports and are being tested at several others. By reviewing the current and emerging technologies, considering some of the risks associated with these technologies and evaluating the contribution of the NextGen and SESAR programmes, this paper aims to assess the feasibility of also providing “remote” en-route Air Traffic Services in Europe.

Study [EN](#)

Aviation strategy — European Union Aviation Safety Agency: Initial Appraisal of a European Commission Impact Assessment

Publication type Briefing

Date 25-02-2016

Author ZANDERSONE Laura

Policy area Ex-ante Impact Assessment | Transport

Keyword administrative formalities | air and space transport | air safety | BUSINESS AND COMPETITION | business organisation | civil aviation | competitiveness | drafting of EU law | economic analysis | ECONOMICS | EU institutions and European civil service | European Aviation Safety Agency | European construction | EUROPEAN UNION | European Union law | executive power and public service | impact study | LAW | POLITICS | simplification of legislation | single market | sources and branches of the law | TRANSPORT | transport policy

Summary The main strengths of the IA are its apparently solid information base, including the two supporting studies, as well as good presentation of stakeholder views and the results of the public consultation throughout. It is, however, unfortunate that the external supporting studies do not appear to be publicly available. The IA would have benefitted from a clearer and more complete presentation of the background information and problem definition, as well as more direct reference to the evidence identified. There appears to be a certain bias towards the preferred options, as far as the way in which options are presented is concerned; the question remains as to whether additional options could have been considered in order to provide a broader choice of genuine alternatives. There are also some technical presentation issues, such as rather inconsistent numbering of the items in some sections. It is striking that no reference whatsoever appears to be made to the existence of a second, separate IA (on drones) which accompanies the same proposal and thus is presumably intended to complete the overall analysis.

Briefing [EN](#)

New civil aviation safety rules

Publication type Briefing

Date 21-01-2016

Author Niestadt Maria

Policy area Adoption of Legislation by EP and Council | Transport

Keyword air and space transport | air safety | air traffic control | aircraft | civil aviation | common transport policy | competence of the institution | drafting of EU law | EU institutions and European civil service | European Aviation Safety Agency | EUROPEAN UNION | European Union law | POLITICS | politics and public safety | TRANSPORT | transport policy

Summary Despite some recent high-profile disasters, flying remains one of the safest forms of transport and the EU's accident rate is lower than in the rest of the world. However, it cannot automatically be assumed that such performance will continue, as global air traffic is forecast to double over the next 20 years. In addition, new technologies, such as drones, are also appearing in European skies, which require adaption of the current regulatory framework. In December 2015, the European Commission proposed to replace the current Regulation on civil aviation safety and the European Union Aviation Safety Agency (EASA). The new proposal would introduce risk- and performance-based rules, close some safety gaps and interlinks safety more closely with other domains such as security and the environment. It proposes to strengthen EASA's role and take several measures to use existing resources more efficiently (e.g. sharing aviation inspectors). It also introduces essential requirements for drones. Initial reactions have generally welcomed the updated rules, in particular the stronger role for EASA and the idea of regulating drones at the EU level. However, some stakeholders disagree with the extension of the role of EASA in some domains or seek stronger requirements on drones.

A more recent edition of this document is available. Find it by searching by the document title at this address:
<http://www.europarl.europa.eu/thinktank/en/home.html>

Briefing [EN](#)

Civil drones in the European Union

Publication type Briefing

Date 28-10-2015

Author Niestadt Maria

Policy area Transport

Keyword air and space transport | air safety | aircraft | civil aviation | EC Regulation | EDUCATION AND COMMUNICATIONS | EU institutions and European civil service | European Aviation Safety Agency | EUROPEAN UNION | European Union law | information technology and data processing | International Civil Aviation Organisation | INTERNATIONAL ORGANISATIONS | LAW | personal data | PRODUCTION, TECHNOLOGY AND RESEARCH | protection of privacy | remote sensing | rights and freedoms | robotics | technological change | technology and technical regulations | TRANSPORT | transport policy | United Nations

Summary Drones are aircraft which are operated with no pilot on board. Initially developed for military and defence purposes, they are increasingly used for various civil purposes, including photography, rescue operations, infrastructure monitoring, farming and aerial mapping.

Being aircraft, drones have to comply with aviation safety rules. International civil aviation rules adopted since 1944 at United Nations level prohibit unmanned aircraft from flying over another state's territory without its permission. In the EU, the current regulatory system for drones is based on fragmented rules, with many Member States having already regulated or planning to regulate some aspects of civil drones with an operating mass of 150 kg or less. The responsibility for civil drones over 150 kg is left to the European Aviation Safety Agency (EASA). However, the extent, content and level of detail of national regulations differs, and conditions for mutual recognition of operational authorisations between EU Member States have not been reached.

In 2014, the Commission adopted a Communication outlining a strategy for opening the aviation market gradually to civil drones. In the strategy it calls for adoption of EU-wide rules on civil drones, which should ensure that drones are safe, secure and respect fundamental rights. The Council is in favour of a harmonised European approach, and considers EASA best placed to develop technical and safety standards, licences and certificates. The EP's Committee on Transport and Tourism presents its views in a report on civil drones to be voted by the EP plenary in October 2015. In its report, the Committee calls for proportionate and risk-based rules, while also putting emphasis on safety, privacy, security and data protection. The next step is the revision of EASA's Basic Regulation to include in it a specific article on drones, and define their essential requirements.

Briefing [EN](#)

The European Aviation Safety Agency

Publication type At a Glance

Date 17-07-2015

Author Niestadt Maria

Policy area Transport

Keyword air and space transport | air safety | air space | air transport | aircraft fleet | approximation of laws | civil aviation | drafting of EU law | ENVIRONMENT | environmental policy | environmental standard | EU institutions and European civil service | European Aviation Safety Agency | European standard | EUROPEAN UNION | European Union law | international law | LAW | PRODUCTION, TECHNOLOGY AND RESEARCH | safety standard | sustainable mobility | technology and technical regulations | TRANSPORT | transport policy

Summary The European Aviation Safety Agency (EASA) is one of the EU's decentralised bodies. Based in Cologne, it has specific regulatory and executive tasks in the field of civil aviation safety and environmental protection. The Agency prepares draft rules, provides technical, scientific and administrative support, conducts standardisation inspections and investigations and certifies aviation products. The scope of its competences might be extended in the framework of the revision of its Basic Regulation, which the Commission has announced will form part of a wider package of proposals on aviation, anticipated for later this year.

At a Glance [EN](#)

Review of the aviation package: Implementation Appraisal

Publication type Briefing

Date 25-06-2015

Author SCHREFLER Lorna

Policy area Transport | Transposition and Implementation of Law

Keyword air and space transport | air safety | air transport | application of EU law | civil aviation | communications | drafting of EU law | EDUCATION AND COMMUNICATIONS | EU institutions and European civil service | European Aviation Safety Agency | EUROPEAN UNION | European Union law | operation of the Institutions | public consultation | TRANSPORT | transport policy | transport regulations

Summary This Implementation Appraisal focuses on Regulation 216/2008 on common rules in the field of civil aviation and establishing a European Aviation Safety Agency (EASA) and on its amending acts. This briefing is one of a series of 'Implementation Appraisals' on the operation of existing EU legislation in practice. Each such briefing focuses on a specific EU law which is, or will shortly be, subject to an amending proposal from the European Commission, intended to update the current text. 'Implementation Appraisals' aim to provide a succinct overview of material publicly available on the implementation, application and effectiveness of an EU law to date - drawing on available inputs from, inter alia, the EU institutions and advisory committees, national parliaments, and relevant external consultation and outreach exercises. They are provided to assist parliamentary committees in their consideration of the new Commission proposal, once tabled. Please click here for the full publication in PDF format

Briefing [EN](#)

[Single European Sky](#)

Publication type Briefing

Date 31-03-2015

Author DEBYSER Ariane

Policy area Transport

Keyword air and space transport | air safety | air space | air traffic | air traffic control | airport | civil aviation | common transport policy | EMPLOYMENT AND WORKING CONDITIONS | EU institutions and European civil service | Eurocontrol | European Aviation Safety Agency | European construction | European Joint Undertaking | European organisations | EUROPEAN UNION | international law | INTERNATIONAL ORGANISATIONS | labour law and labour relations | LAW | liberalisation of the market | organisation of transport | single market | TRADE | trade policy | trade union | TRANSPORT | transport capacity | transport policy

Summary Building on the achievements of the internal market and the need to cope with growth in air transport and congestion, the European Commission launched the Single European Sky (SES) initiative in 1999. Its core objective is to reform the architecture of air traffic control in the EU in order to meet future capacity and safety needs, through improving the overall performance of air traffic management and air navigation services. Two SES packages have been adopted: SES I, which set the principal legal framework, and SES II, which aimed at tackling substantial air traffic growth, increasing safety, reducing costs and delays and the impact of air traffic on the environment. Nonetheless, European airspace remains heavily fragmented and SES is experiencing significant delays, in particular in terms of achievement of its performance goals and deployment of its basic elements such as 'functional airspace blocks'. In order to speed up its implementation, the Commission undertook a review of the SES legal framework, and in June 2013 presented an SES2+ package. While airline associations welcomed the initiative, trade unions have been much more critical on certain provisions. The European Parliament, which has underlined the need to push ahead with SES implementation, adopted its first reading position on the SES2+ package in March 2014. In December 2014, the outcome of the Transport Council somewhat reduced the ambitions of the Commission's initial objectives. However, progress on SES2+ remains blocked over the disputed question of its application to Gibraltar airport. The adoption of the package still requires the approval of both the Council and the European Parliament.

Briefing [EN](#)

[Partially Self-Financed EU Agencies and the Principle of Fee Setting](#)

Publication type Study

Date 14-03-2014

External author Lionel KAPFF, Mathieu SAUNIER and Thierry VAN SCHOU BROECK (Deloitte Consulting CVBA, Belgium)

Policy area Budget | Industry

Keyword accounting | administrative expenditure (EU) | budget | budget financing | budgetary assessment | BUSINESS AND COMPETITION | EU finance | EU institutions and European civil service | European Aviation Safety Agency | European Chemicals Agency | European Medicines Agency | EUROPEAN UNION | FINANCE | implementation of the budget | inclusion in the budget | management | management accounting | public finance and budget policy | quasi-fiscal charge | reserves | taxation

Summary This study examines the budget structure and cost allocation, fee determination as well as treatment of surpluses/deficits and potential financial reserves of the partially self-financed EU agencies (i.e. the agencies which carry out public tasks for the EU and provide services to clients from industry and are not co-financed by national public authorities), namely the European Aviation Safety Agency (EASA), the European Chemicals Agency (ECHA) and the European Medicines Agency (EMA). The study identifies and analyses the characteristics of the two mutually exclusive approaches – the “assigned revenue model” (case of EASA) and the “universal budgeting model” (case of ECHA and EMA) – as well as the consequences of each model. Furthermore, the study discusses the potential for extending self-financing of EU agencies.

Study [EN](#)

[Single European sky: state of play](#)

Publication type At a Glance

Date 06-03-2014

Author DEBYSER Ariane

Policy area Transport

Keyword air and space transport | air safety | air traffic | air traffic control | application of EU law | common transport policy | EU institutions and European civil service | Eurocontrol | European Aviation Safety Agency | European organisations | EUROPEAN UNION | European Union law | INTERNATIONAL ORGANISATIONS | political framework | POLITICS | proposal (EU) | supervisory body | TRANSPORT | transport policy

Summary More than ten years after its launch, the Single European Sky remains far from being in place. The costs of fragmentation of European airspace, coupled with the anticipated growth in traffic, have led the European Commission to launch recently an interim update of the Single European Sky rules, known as SES2+, in order to speed up implementation.

At a Glance [EN](#)

The Impact on the EU and National Budgets of EU Agencies - Case Studies

Publication type Study

Date 16-07-2012

External author PricewaterhouseCoopers SARL, Luxembourg

Policy area Budget | Budgetary Control

Keyword administrative cooperation | administrative expenditure | administrative supervision | budget | EU finance | EU institutions and European civil service | European Aviation Safety Agency | European Medicines Agency | EUROPEAN UNION | European Union law | executive power and public service | FINANCE | general budget (EU) | harmonisation of standards | implementation of the budget | national budget | political framework | POLITICS | PRODUCTION, TECHNOLOGY AND RESEARCH | public finance and budget policy | supervisory body | technology and technical regulations | transfer of competence

Summary The study looked into the impact - on both EU and national budgets - of transferring responsibilities/tasks from the national to the European level following the creation of EU agencies and also examined possible synergies and duplications between them. The study focused on two growing EU agencies - the European Aviation Safety Agency and the European Medicines Agency - which cooperate with the national agencies in different ways. The study covers all 27 Member States and provides an analysis of available financial figures and qualitative assessments in order to evaluate the impact at national and EU level.

Study [EN](#)

Blacklist of banned airlines

Publication type Briefing

Date 14-04-2010

Author FREITAS Tiago

Policy area Transport

Keyword air and space transport | air safety | air traffic control | air transport | airline | EU institutions and European civil service | Eurocontrol | European Aviation Safety Agency | European organisations | EUROPEAN UNION | International Civil Aviation Organisation | INTERNATIONAL ORGANISATIONS | TRANSPORT | transport policy | United Nations

Summary With the experience gained from the implementation of the list of banned airlines in the EU, the European Commission (EC) is now seeking the creation of a global blacklist to improve aviation safety worldwide and grant more protection to passengers flying within third countries. The progress report on the implementation of the list, published by the EC in January 2010, includes possible actions to take in upcoming meetings of the International Civil Aviation Organisation, where global aviation safety will be discussed.

Briefing [EN](#)