

Euromed Aviation

Working together towards a Euromediterranean Common Aviation Area



This project is funded by the European Union



| | |
|--|--------------|
| Interview: Abdul Wahab Teffaha of AACO | pages 1 et 4 |
| Seminars / Survey missions | pages 2 et 3 |
| Training programme | pages 2 et 3 |

Info

n°2

April 2008

Six months after the first issue, "Euromed Aviation Info n° 2" provides information on what action has been taken since the launch of the Project as well as on future action.

The 8 survey missions, the first seminars dedicated to the 5 major issues of the Project, the website and the Advisory Group meeting have made this Project into a real tool to bring both shores of the Mediterranean Sea closer together. In fact, this fundamental role has undoubtedly been strengthened by the identification of a series of relevant initial steps leading to a Euro-Mediterranean Common Aviation Area.

This ambitious objective has aroused strong interest in the MEDA countries reflecting their growing awareness of what is at stake.

International organisations, in particular ICAO, ACAC, EASA, ECAC, Eurocontrol and AACO (see interview on the right), are becoming increasingly involved as partners at every stage of the Euromed Aviation Project, providing their expertise when it comes to taking concerted action and thus avoiding any duplication of efforts.

The next activities will be in the form of training courses starting in June 2008 as well as technical assistance in the MEDA countries planned from October 2008.

"Euromed Aviation Info N° 2" provides you with an overall view of the courses planned until the end of 2009. Details on the courses and on-line registration are now available on our website.

Moreover, we are continuing to hold seminars to encourage dialogue and a mutual understanding with regard to a harmonised development of civil aviation in the Euro-Mediterranean region.

Everyone is invited to play a part and you are welcome to send us your reactions and comments which we will take on board, as it is with your help that we will rise to this exciting challenge!

O. Turcas - J. Guesnet - A. Martinez
The Core Team

www.euromedtransport.org/aviation

Questions to Abdul Wahab Teffaha

What are, in your opinion, the challenges for the air transport system in the Euro-Mediterranean region and what is the position of AACO in this respect ?

Abdul Wahab Teffaha If I wanted to prioritise the challenges I would put them into two major categories, namely: the environment and liberalisation. Europe is probably at the forefront when it comes to promoting a cleaner air transport system. The Arab world has shown its strong commitment in this respect by having a fleet of the latest aeroplanes which, when compared with aircraft from other regions, produce much lower emissions per available tonne kilometre.

I also believe there is a synergy between our two regions and that our infrastructures can complement each other and so facilitate



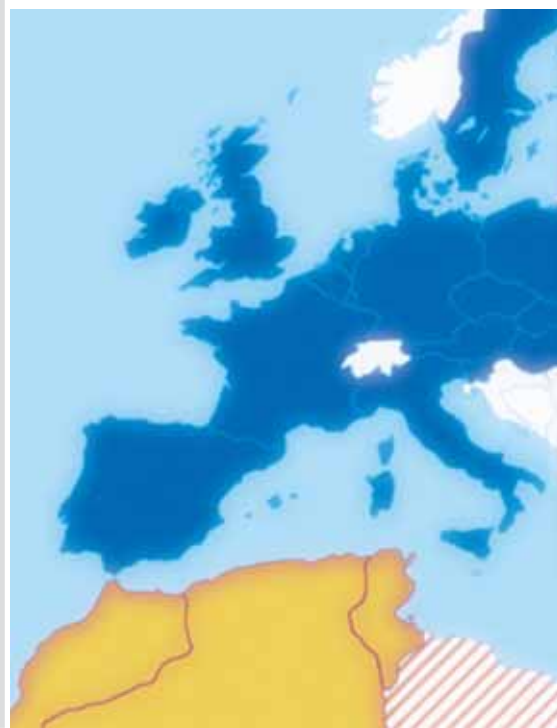
Abdul Wahab Teffaha
General Secretary of AACO

direct flights which would then be shorter and would reduce congestion in Europe by using the capacity of the most advanced airports in the Arab world.

On the other hand, I am a firm believer in free market access and the free movement of capital, people and goods. Europe has set the world a great example for economic development leading to better relations between countries and a better mutual understanding.

All we need to do is to follow suit by expanding this European model to include the Mediterranean and the Arab world.

Continued on page 4



Advisory Group

Composed of representatives of international organisations – AACO, ACAC, ACI, AEA, EASA, ECAC, ELFAA, Eurocontrol, EurNat/Mid ICAO - and of representatives of the European Commission and the Member States as well as the National Coordinators and the Core Team, the role of the Advisory Group is to supervise progress on the project and to provide guidance on the major areas of focus. It is chaired by the European Commission.

The Group, which met in Brussels on 17 January 2008, approved the action achieved in the first year. It also emphasised the importance of active participation by the Civil Aviation Authorities.

The second meeting is planned to take place in Brussels at the end of 2008.

seminars / survey missions

The First achievements of the Project

The seminars and the survey missions held since June 2007 have been used to draw up a list of findings. They have also led to the participants formulating their expectations which are the preconditions for the development of a Euro-Mediterranean Common Aviation Area.

Focus on the main subjects.

Institutional

- The regulatory framework varies significantly from one MEDA country to another.
- Separation of regulatory and service provider functions has not been fully implemented.
- Cooperation and dialogue between MEDA countries is considered insufficient.
- Lack of manpower and/or financial resources in the CAAs.
- Need to reach the highest possible equivalent level of regulations whilst respecting national legislation.
- Need for political commitment to support and empower CAAs.

© Bjoern Schmitt



© Bjoern Schmitt

© Bjoern Schmitt



training programme

Seminar registration and dates at:
www.euromedtransport.org/aviation

| | Air Transport Market | Safety | Security |
|--|--|--|----------------------------------|
| June 08 | Aviation Regulations & EU Air Transport Policy | PART 145 / 66 / 147 | |
| July 08* | | | Security Quality Control |
| Summer Holidays (August) • Ramadan (September) | | | |
| Oct. 08 | | EU OPS 1 & JAR FCL 1 | Screener Certification |
| Nov. 08 | | PART 145 / 66 / 147 | |
| Dec. 08 | Aviation Regulations & EU Air Transport Policy | | |
| Jan. 09 | | Quality System Inspectors Audit Techniques | Passenger/Baggage Reconciliation |
| Feb. 09 | Airline Management | | |
| March 09 | | PART 145 / 66 / 147 | |
| April 09 | | | Security Equipment & Technology |
| May 09 | | | |
| June 09 | Aviation Regulations & EU Air Transport Policy | Airworthiness Inspector | |
| July 09* | | | |
| Summer Holidays (August) • Ramadan (September) | | | |
| Oct. 09 | | EU OPS 1 & JAR FCL 1 | Screener Certification |
| Nov. 09 | Airline Management | | |
| Dec. 09 | | Flight Ops Inspector | |

Market

- Potential for air traffic in the region and with Europe is huge.
- Liberalisation is considered the means to unlock this potential.
- Air services are largely governed by traditional bilateral agreements.
- Open market policy is, however, in operation in some countries.

Safety

- Compliance with ICAO SARPs even if the standards are not equivalent from one country to another.
- Some countries have started (or will start) to implement EU regulations.
- Safety management systems are at an early stage.

Security

- Security standards largely depend on the geopolitical context.
- Quality control and screening are considered to be in need of improvement as a priority.

Environment

- Lack of equipment to monitor gas & noise emissions.
- ICAO balanced approach has to be implemented on a case by case basis (noise emissions).

© Bjoern Schmitt



A Plan for Technical Assistance

The Core Team is preparing a technical assistance plan on the basis of the findings from the survey missions and seminars.

This plan will be presented to the MEDA countries and the European Commission for comment in the summer.

It will be implemented from October 2008 to December 2009.

ATM

- Need to adjust institutional framework to Single European Sky regulations and implement common requirements for air navigation service providers.
- Will of MEDA countries to be integrated into Pan-European Functions (CFMU-EAD-CRCCO).
- Need to improve air space management (route network design).
- Usefulness of regional coordination initiatives.
- Need to develop and implement quality and safety management systems.
- Need for coordination with Libya in order to ensure a homogeneous airspace.

Overall expectations

- Provide mechanisms, such as seminars and discussion forums, to share experiences and enhance cooperation.
- Define and implement training courses and technical assistance tailored to the specific needs of each country.
- Produce a road map for the Common Aviation Area.
- Make an impact assessment of the Common Aviation Area and of the non-convergence of the MEDA countries with EU regulations.

training programme

| Environment | Air Traffic Management | Overall Management | |
|--|-----------------------------|--------------------------------------|----------|
| | | ICAO Basic Safety Management Systems | June 08 |
| | Single European Sky | | July 08* |
| Summer Holidays (August) • Ramadan (September) | | | |
| | PANS OPS | | Oct. 08 |
| Gas & Noise Emissions | | ICAO Basic Safety Management Systems | Nov. 08 |
| | | | Dec. 08 |
| | Safety Studies | | Jan. 09 |
| | | Autonomous CAA | Feb. 09 |
| | European Safety Regulations | | March 09 |
| | | Rulemaking Process Management | April 09 |
| | Auditors Basics | | May 09 |
| Wildlife Management | | | June 09 |
| | Single European Sky | Revenue Management for CAAs | July 09* |
| Summer Holidays (August) • Ramadan (September) | | | |
| | European Safety Regulations | | Oct. 09 |
| Gas & Noise Emissions | | ICAO Basic Safety Management Systems | Nov. 09 |
| | | | Dec. 09 |

© Ineco Tifsa

English course

French course

* Start of the Summer Holidays around mid-July

A New Coordinator for Syria

Since December 2007, Mr. Mounzer Kher Bek, Director of Air Traffic Management, has been the new Euromed Aviation Coordinator for Syria.

His email address is: atm@scaasy.com

Continued from page 1

Questions to Abdul Wahab Teffaha

Does AACO share the objectives of the Euromed Aviation Project? If so, which steps should be taken together to achieve these common objectives?

Abdul Wahab Teffaha Of course, we share these objectives. In fact, I have always advocated a Euro-Mediterranean, and therefore Euro-Arab, economic and social area.

There is a lot we can do together but I believe that we can start with two short-term steps, firstly the creation of a joint environmental office to train people to act as environmental champions within airlines, airports and ATM systems.

The second step would be to create a Euro-Mediterranean air traffic management office to manage traffic flow within this area. The first step would definitely improve the environmental impact of air transport, whilst the second would be one of the tools to make air travel safer, shorter and more efficient.

© Bjoern Schmitt



© Bjoern Schmitt



© Ineco Tifsa

In the medium to long term, I believe we need to work together to produce a regulatory framework which is both fair and just in relation to national interests but which is also aimed at creating a Euro-Mediterranean, and therefore Euro-Arab, open aviation area.

Morocco, which was the first country to sign an agreement with the European Union, is now experiencing an increase in its air traffic with Europe.

Do you think that other countries could see a similar rise?

Abdul Wahab Teffaha It goes without saying that, with an open aviation area, there will be a significant rise in traffic. The important thing is for the parties to educate the public on the benefits of this situation and to let them know when this becomes a reality.

We need to change the public perception that an agreement between a developing country and Europe is only to the benefit of the stronger party.

One way to change this false perception is to adopt an approach taking both regions into account and highlighting the benefits to be had.

Subjects for Future Seminars

- **Airline Open Market Seminar**
in cooperation with Cranfield University
- **Accident/Incident Investigation Seminar**
in cooperation with the French Bureau of Aviation Safety Investigation

For further information:
www.euromedtransport.org/aviation

As the head of an organisation representing airlines from 8 of the 10 MEDA countries, what message do you want to give to the civil aviation authorities of these countries and to the European Commission?

Abdul Wahab Teffaha My message is this: let us look beyond the short-term benefits or losses and build a future by investing in the synergies of an open economic market in the Euro-Mediterranean and Euro-Arab areas.

The liberalisation of market access as well as the free movement of capital, people and goods will become an engine of economic growth and will create new investments and new job opportunities. For a long time, we were in the habit of doing nothing and this did not improve the region's economy. It is time to change. As for my message to the European Commission: I would say that whilst it is good to work on a stepped approach towards a Euro-Mediterranean and Euro-Arab area, it is vital that the final objective and its dynamics are clear to all parties.

So far, the European Commission's approach has been based on the horizontal agreement. I believe this agreement needs to be expanded to become a framework agreement similar to the one being discussed with the USA and other countries.

© Steve Morris

For further information:
www.euromedtransport.org/aviation

THE CORE TEAM

Olivier Turcas
Team Leader - Key Expert 1
Tel: + 33 1 41 23 56 87
Email: olivier.turcas@egis.fr

Jorg Guesnet
Key Expert 2
Tel: + 33 1 41 23 46 11
Email: jorg.guesnet@egis.fr

Angel Martinez
Key Expert 3
Tel: + 34 647 98 21 45
Email: angel.martinez@ineco.es

Publication Management:

Egis Avia
3, carrefour de Weiden
F-92441 Issy-les-Moulineaux
Fax: +33 1 46 42 09 66
<http://www.euromedtransport.org/aviation>

Legal deposit: April 2008 - Circulation: 400 ex

Artwork: agence Rouge Vif - www.rougevif.fr

The content of this newsletter is the sole responsibility of the contractor and can in no way be taken to reflect the views of the European Union.

This newsletter is printed on paper made from sustainable sources in a certified green printing works.

