



The European Aviation Safety Agency (EASA) is the EU agency responsible for regulating and overseeing the safe operation of civil aviation across Europe.

It was created in **2002** and became fully functional in **2008**

EASA has 32 members (the EU 28 plus the EFTA states of Switzerland, Norway, Iceland and Liechtenstein).

EASA's mission is to promote the highest common standards of safety and environmental protection in civil aviation.

EASA develops common safety and environmental rules at the European level, through a single regulatory and certification process among Member States.

AIRLINES UK

THE ASSOCIATION OF UK AIRLINES

The organisation facilitates the internal aviation single market to help create a level playing field. It also works with other international aviation organisations and regulators.



The main tasks of EASA include:

- Rulemaking:** drafting aviation safety legislation and providing technical advice to the European Commission and to the Member States;
- Certification:** approving products (including aircraft, engines and parts) and organisations, in fields where EASA has exclusive competence (e.g. airworthiness);
- Providing oversight and support to Member States:** type-certification of aircraft, engines and parts;
- Inspections, training and standardisation programmes** to ensure uniform implementation of aviation safety legislation;
- Data collection, analysis and research** to improve aviation safety;
- Authorization of third-country (non-EU) operators and coordination** of the programme concerning the safety of foreign aircraft using European airports.



26% of the EASA budget comes from the EU.

66% comes from fees paid by the industry.

8% comes from other sources (e.g. third country contributions, including those of the 4 EFTA countries).

60 CAA safety experts are involved with EASA.

and two-thirds of all rule-making input originates from the UK or France together with **88%** of contracted activity.

EASA

Creating its own safety rules and regime, after leaving EASA, would mean the UK having less control, as UK industry would have to comply with EASA regulations without any input. It would also create a competitive barrier to UK industry by setting up two layers of safety compliance.

The UK is a full, active and influential member of EASA, through its membership of the EU. As a member of EASA, aviation and aerospace safety regulations are developed and implemented by EASA, and then delivered in the UK by the CAA.

Switzerland - as a non-member of the EU - enjoys full membership of EASA including a seat on the Management Board and EASA Committee, although there is a budgetary contribution of about €13m.

Decisions on safety matters by EASA - under the Swiss model - are not subject to the exclusive competence of the European court.

Other models - including the UK leaving EASA and the CAA taking over EASA functions in the UK following Brexit - are impractical and will result in major disruption and expense.

EASA membership is the most cost-effective option for the UK.

If the UK left EASA, the CAA's capabilities would have to be rebuilt, which could take many years and millions of pounds.

EASA is one of the two main global aviation regulatory bodies, alongside the Federal Aviation Administration (FAA) of the USA.

Membership of EASA has allowed UK industry to benefit from the harmonisation of regulations across Europe, as well as the ability to be part of bilateral safety agreements (BSAs) conducted with non-EU countries, such as the USA, Brazil and Canada.

EASA employs over 800 aviation experts and administrators at its base in Cologne, with a budget of **€140m** to oversee, manage and regulate aviation safety and airworthiness.

BREXIT & AVIATION: EASA

