

REYKJAVIK JAA/FAA

SPEAKING NOTES FOR MR VAN NUFFEL

Ladies and Gentlemen,

It is a great pleasure, in my capacity as Chairman of the JAA Board, to welcome you to the 20th JAA/FAA Annual International Conference and allow me first to express my appreciation to the Icelandic Aviation Administration for hosting our gathering.

JAA, as you may be aware, was set-up, as an associated body of ECAC, to provide a high level pan-European co-operative framework in aviation safety and, thereby, contribute to the development of European aviation. In doing so, we must have regard to the global dimension of aviation and therefore Directors General members of the JAA Board and I, as its Chairman, have a strong interest in developing a fruitful co-operation between JAA and the United States FAA in all aviation safety matters. Accordingly, this conference offers the forum required by aviation safety experts to make the safe aviation system even safer and, equally important, to harmonise safety requirements between Europe and United States.

We pay equal attention to developing a partnership between Europe and other regions in the world and it is gratifying to see the participation from many Authorities from other continents and representatives from the world wide

industry. It demonstrates that the interest in our discussions goes beyond the FAA and JAA which initiated this forum.

A major part of this year's conference is related to the establishment of the new European Aviation Safety Authority (EASA) and how the transition from the present system - JAA - to the new system - EASA - will be accomplished. The decision to establish EASA was a far-reaching political decision. It will become the first EU Agency that can execute binding decisions for all EU members in the field of Certification Standards and approval of products.

Together with my colleagues in ECAC, we are committed to safeguard the Pan - European dimension of aviation safety and therefore to find a solution for the full integration of non-EU members into EASA. It is our aim to keep the 37 members of JAA and eventually the 41 members of ECAC together as far as aviation safety regulation and certification is concerned. Therefore the so-called "Option 3" model for the transition JAA to EASA was agreed by all ECAC Directors General last year as a solution to keep the Pan - European dimension also for EASA. The European Commission has also indicated that they support this "option 3" and therefore I am convinced that we will find a common solution for the association of non-EU members to EASA.

You have heard already that EASA has to commence operation 28 September this year. To achieve this we have to do a lot of additional preparatory work. The JAA will do its utmost to support this process as already done in the past. The small team from ECAC/JAA and EASA/EC, established recently, is to propose solutions for the transition early July. I am convinced that we will find

solutions for all issues that need to be addressed to ensure a seamless transition avoiding any safety gaps.

JAA will be kept running as long as necessary until EASA fully develops its operational capability to take on JAA activities.

I will ensure in my work as Board Chairman that the transfer to EASA will be a success and at next year's conference I hope to be able to report good progress towards an operational EASA.

— END —