MEDZINÁRODNÉ ORGANIZÁCIE V OBLASTI MEDZINÁРОDNÉHO CIVILNÉHO LETECTVA
OSNOVA

- ICAO
- ECAC
- EUROCONTROL
- EASA
STRATEGIC OBJECTIVES OF ICAO

ICAO works to achieve its vision of safe, secure and sustainable development of civil aviation through cooperation amongst its member States. To implement this vision, the Organization has established the following Strategic Objectives for the period 2005-2010:

A. Safety - Enhance global civil aviation safety
B. Security - Enhance global civil aviation security
C. Environmental Protection - Minimize the adverse effect of global civil aviation on the environment
D. Efficiency - Enhance the efficiency of aviation operations
E. Continuity - Maintain the continuity of aviation operations
F. Rule of Law - Strengthen law governing international civil aviation
Medzinárodná organizácia pre civilné letectvo (ICAO)

ŠTRUKTÚRA - ČINNOSŤ

According to the terms of the Convention, the Organization is made up of an Assembly, a Council of limited membership with various subordinate bodies and a Secretariat. The chief officers are the President of the Council and the Secretary General.

**The Assembly**, composed of representatives from all Contracting States, is the sovereign body of ICAO. It meets every three years, reviewing in detail the work of the Organization and setting policy for the coming years. It also votes a triennial budget.

**The Council**, the governing body which is elected by the Assembly for a three-year term, is composed of 36 STATES. The Assembly chooses the Council Member States under three headings: States of chief importance in air transport, States which make the largest contribution to the provision of facilities for air navigation, and States whose designation will ensure that all major areas of the world are represented. As the governing body, the Council gives continuing direction to the work of ICAO. It is in the Council that Standards and Recommended Practices are adopted and incorporated as Annexes to the Convention on International Civil Aviation. The Council is assisted by the Air Navigation Commission (technical matters), the Air Transport Committee (economic matters), the Committee on Joint Support of Air Navigation Services and the Finance Committee.
The Secretariat, headed by a Secretary General, is divided into five main divisions: the Air Navigation Bureau, the Air Transport Bureau, the Technical Co-operation Bureau, the Legal Bureau, and the Bureau of Administration and Services. In order that the work of the Secretariat shall reflect a truly international approach, professional personnel are recruited on a broad geographical basis.

ICAO works in close co-operation with other members of the United Nations family such as the World Meteorological Organization, the International Telecommunication Union, the Universal Postal Union, the World Health Organization and the International Maritime Organization. Non-governmental organizations which also participate in ICAO's work include the International Air Transport Association, the Airports Council International, the International Federation of Air Line Pilots' Associations, and the International Council of Aircraft Owner and Pilot Associations.
Medzinárodná organizácia pre civilné letectvo (ICAO)

BEZPEČNOSŤ LETECTVA
(AVIATION SAFETY)

Je klíčovým cieľom ICAO a časť jej práce v nasledujúcich sekciách a programoch:

- Letiská, letecké trasy a pozemná pomoc (AGA)
- Vyšetrovanie nehôd a prevencia (AIG)
- Bezpečnosť letov (FLS)
- Letecká medicína (MED)
- Bezpečnosť letov a ľudský faktor
- Manažment integrovanej bezpečnosti (ISM)
- Výmena informácií v bezpečnosti letov (FSIX)
Medzinárodná organizácia pre civilné letectvo (ICAO)
The Flight Safety Section (FLS) (1)

It is responsible for the:

- Development of Standards,
- Recommended Practices, Procedures and guidance material related to the operation, certification and airworthiness of aircraft including instrument procedures design, the licensing and training of personnel and the safe transport of dangerous goods by air
- Flight Safety and Human Factors Programme, the Controlled Flight into Terrain Programme, the Aviation Training Programme and activities related to the implementation and operation of a Safety Management System in Contracting States and ICAO and the safety aspects of air transport globalization and Aviation Security.
The Flight Safety Section is responsible for the following Annexes and PANS:

Annex 1 — Personnel Licensing
Annex 5 — Units of Measurement to be Used in Air and Ground Operations
Annex 6 — Operation of Aircraft
   Part I — International Commercial Air Transport — Aeroplanes
   Part II — International General Aviation — Aeroplanes
   Part III — International Operations — Helicopters
Annex 7 — Aircraft Nationality and Registration Marks
Annex 8 — Airworthiness of Aircraft
Annex 16 — Environmental Protection
   Volume I — Aircraft Noise
   Volume II — Aircraft Engine Emissions
Annex 18 — The Safe Transport of Dangerous Goods by Air
PANS-OPS, (Doc 8168), Procedures for Air Navigation Services — Aircraft Operations
   Volume I — Flight Procedures
   Volume II — Construction of Visual and Instrument Flight Procedures
PANS-TRG, (Doc 9868), Procedures for Air Navigation Services — Training
FLIGHT SAFETY SECTION (FLS)
The Flight Safety Section is responsible for the following

Manuals and Circulars (1)

Training Manual (Doc 7192)
Part B-5 — Integrated Commercial Pilot Course
  Volume 1 — Course Details
  Volume 2 — Instructor Briefing Sheets
Part D-1 — Aircraft Maintenance Technician/Engineer/Mechanic
Part D-3 — Flight Operations Officers/Flight Dispatchers
Part E-1 — Cabin Attendants' Safety Training Manual
Part E-2 — Air Traffic Safety Electronic Personnel (Unedited*)
Part E-3 — Aeronautical Information Services Personnel (Unedited*)
Part F-1 — Meteorology for Air Traffic Controllers and Pilots

Manual of Procedures for Establishment and Management of a State's Personnel Licensing System (Doc 9379)

Manual on the Approval of Flight Crew Training Organizations (Doc 9841)

Human Factors Training Manual (Doc 9683)

Human Factors Guidelines for Air Traffic Management Systems (Doc
The Flight Safety Section is responsible for the following Manuals and Circulars: (2)


* Human Factors Guidelines for Safety Audits (Doc 9806)

* Human Factors in Civil Aviation Security Operations (Doc 9808)

* Human Factors Guidelines for Aircraft Maintenance Manual (Doc 9824)

* Manual on the Implementation of the Language Proficiency Requirements (Doc 9835)


* Manual on Establishment and Operation of Aviation Training Centres (Doc 9401)

* Safety Management Manual (Doc 9859)
Medzinárodná organizácia pre civilné letectvo (ICAO)

The Flight Safety Section is responsible for the following Manuals and Circulars: (3)


*Manual on the Use of the Collision Risk Model (CRM) for ILS Operations* (Doc 9274)

*Technical Instructions for the Safe Transport of Dangerous Goods by Air* (Doc 9284)

*Supplement to the Technical Instructions for the Safe Transport of Dangerous Goods by Air* (Doc 9284SU)

*Manual of All Weather Operations* (Doc 9365)


*Airworthiness Manual* (Doc 9760)

*Template Manual for Holding, Reversal and Racetrack Procedures* (Doc 9371)
The Flight Safety Section is responsible for the following Manuals and Circulars: (4)

* Dangerous Goods Training Programme (Doc 9375) and Books 1, 2, 3 and 4
* Preparation of an Operations Manual (Doc 9376)
* Manual of Model Regulations for National Control of Flight Operations and Continuing Airworthiness of Aircraft (Doc 9388)
* Manual on Aerial Work (Doc 9408)
* Emergency Response Guidance for Aircraft Incidents involving Dangerous Goods (Doc 9481)
* Environmental Technical Manual on the use of Procedures in the Noise Certification of Aircraft (Doc 9501)
* Manual of Criteria for the Qualification of Flight Simulators (Doc 9625)
* Manual of Aircraft Ground De/Anti-icing Operations (Doc 9640)
* ICAO Engine Exhaust Emissions Data Bank (Doc 9646)
* Guidance on the Balanced Approach to Aircraft Noise Management (Doc 9829)
* Guidance Material on SST Aircraft Operations (Circular 126)
The Flight Safety Section is responsible for the following Manuals and Circulars: (5)

Dangerous Goods Training Programme (Doc 9375) and Books 1, 2, 3 and 4

Preparation of an Operations Manual (Doc 9376)

Manual of Model Regulations for National Control of Flight Operations and Continuing Airworthiness of Aircraft (Doc 9388)

Manual on Aerial Work (Doc 9408)

Emergency Response Guidance for Aircraft Incidents involving Dangerous Goods (Doc 9481)

Environmental Technical Manual on the use of Procedures in the Noise Certification of Aircraft (Doc 9501)


Manual of Criteria for the Qualification of Flight Simulators (Doc 9625)
The Flight Safety Section is responsible for the following Manuals and Circulars: (6)

*Manual of Aircraft Ground De/Anti-icing Operations* (Doc 9640)

*ICAO Engine Exhaust Emissions Data Bank* (Doc 9646)

*Guidance on the Balanced Approach to Aircraft Noise Management* (Doc 9829)

*Guidance Material on SST Aircraft Operations* (Circular 126)

*Recommended Method for Computing Noise Contours around Airports* (Circular 205)

*The Continuing Airworthiness of Aircraft in Service* (Circular 95)

*Operational Opportunities to Minimize Fuel Use and Reduce Emissions* (Circular 303)

*New Larger Aeroplanes — Infringement of the Obstacle Free Zone: Operational Measures and Aeronautical Study* (Circular 301)
The Flight Safety Section is responsible for the following Manuals and Circulars: (7)

*New Larger Aeroplanes — Infringement of the Obstacle Free Zone:
*Operational Measures and Aeronautical Study (Circular 301)
*Human Factors Digest No. 5 — Operational Implications of Automation in Advanced Technology Flight Decks (Circular 234)
*Human Factors Digest No. 7 — Investigation of Human Factors in Accidents and Incidents (Circular 240)
*Human Factors Digest No. 8 — Human Factors in Air Traffic Control (Circular 241)
*Human Factors Digest No. 10 — Human Factors, Management and Organization (Circular 247)
*Human Factors Digest No. 11 — Human Factors in CNS/ATM Systems (Circular 249)
*Human Factors Digest No. 12 — Human Factors in Aircraft Maintenance and Inspection (Circular 253)
*Human Factors Digest No. 14 — Proceedings of the Fourth ICAO Global Flight Safety and Human Factors Symposium, Chile, April 1999 (Circular 277)
*Human Factors Digest No. 15 — Human Factors in Cabin Safety (Circular 300)
*Human Factors Digest No. 16 — Cross-Cultural Factors in Aviation Safety (Circular 302)
Medzinárodná organizácia pre civilné letectvo (ICAO)

The Flight Safety Section is responsible for the following Manuals and Circulars: (8)

* Controlled Flight into Terrain (CD-ROM — 725281)

* ICAO Language Proficiency Requirements — Rated Speech Samples (AUD001)

* PANS-OPS Software (CD-ROM — CD-101)
EUROCONTROL

POSŁANIE:
EUROCONTROL's mission is to harmonise and integrate air navigation services in Europe, aiming at the creation of a uniform air traffic management (ATM) system for civil and military users, in order to achieve the safe, secure, orderly, expeditious and economic flow of traffic throughout Europe, while minimising adverse environmental impact.

Vízia:
EUROCONTROL’s vision for the pan-European air traffic management (ATM) network is the following: "The Agency, in close partnership with stakeholders, efficiently drives the development and operation of the pan-European air traffic management system to facilitate the sustainable growth of aviation."
EUROCONTROL’s strategy in enabling a better performing, safer and more sustainable European ATM system follows two axes:

- the implementation of the Single European Sky (SES),
- ATM Network improvement and the delivery of efficient pan-European functions and air traffic control services.

In this perspective, the Agency is determined to reinforce industry involvement and to enhance stakeholder partnerships, both of which will result in an improved organisation structure.
Hlavné ciele EUROCONTROL:

✓ facilitate ATM network optimisation through the implementation and development of programmes necessary to achieve the SESAR baseline in 2013;
✓ contribute to the SESAR Joint Undertaking and assure consistency in the preparation of the 2020 target concept and beyond;
✓ support stakeholders in the implementation of the Single European Sky;
✓ enhance civil-military and military-military cooperation and coordination, military harmonisation and the interoperability of ATM systems;
✓ further improve air traffic flow and capacity management as well as aeronautical information services;
✓ develop central functions to prepare for the possible assumption of the European network manager’s role;
✓ further develop the route charges system;
✓ provide air traffic services in the most efficient way.
European air traffic management (ATM) and EUROCONTROL face a number of major challenges which need to be addressed. This will ensure that the growth of aviation in Europe is supported by a **safe, efficient, cost-effective and environmentally responsible ATM system**.

The SINGLE EUROPEAN SKY and the European ATM Master Plan set the scene. The common goal is to concentrate all stakeholder efforts on **developing a new air traffic management system**, based on an innovative concept of operation.

Coordinated implementation of the Single European Sky and the SINGLE EUROPEAN SKY ATM RESEARCH PROGRAMME (SESAR), has the highest priority. It will **drive the change from the current system to the future one**.

EUROCONTROL’s **involvement in the Single European Sky** will also contribute to tackling these key challenges:
- enhance **SAFETY** while accommodating air traffic growth;
- bridge the **CAPACITY** gap by reducing airspace fragmentation;
- boost flight **EFFICIENCY** and ensure cost-effectiveness of the entire ATM system;
- mitigate aviation’s impact on the **ENVIRONMENT**;
- improve **SECURITY** in air navigation across Europe.
- ensure close **CIVIL-MILITARY ATM COORDINATION**
The Single European Sky (1)

As the European organisation for the safety of air navigation, EUROCONTROL is actively involved in the Single European Sky initiative to provide a uniform and high level of safety over Europe’s skies, while at the same time accommodating growing air traffic demands.

Over the last decade, air traffic has grown by more than 50%. Europe now has close to 8.5 million flights per year and up to 28,000 flights on busiest days. Even so, airspace capacity has been increased by 80% since 1990.

EUROCONTROL contributes to both the regulatory and the technological dimensions of the Single European Sky. The Single European Sky (SES) is an ambitious initiative, launched by the European Commission in 1999 (SES I v platnosti od r.2004), to reform the architecture of European air traffic management (ATM). It puts forward a legislative approach to meet future capacity and safety needs at a European rather than at local level.

Key objectives of this initiative are:
1. to restructure European airspace as a function of air traffic flows;
2. to create additional capacity; and
3. to increase the overall efficiency of the European air traffic management system.
The Single European Sky (2)

Princípy výstavby SES I:

- setting up a strong Community regulator, with sufficient resources and independent of the various interests at stake, and defining ambitious targets to maintain and improve safety;
- considering airspace as a common resource to which all users may have access and managing it as a continuum, starting with the upper level;
- increasing synergy between the European Union's regulatory authorities and the expertise within EUROCONTROL and actively supporting the Community's accession to EUROCONTROL;
- arranging for the specific and operational participation of the military authorities by applying the appropriate mechanisms;
- promoting the introduction of new technologies, with absolute priority for safety, and improving interoperability between systems and technologies;
- increasing the involvement of professional and trade union organisations in social dialogue at Community level and gradually introducing European training.

EUROCONTROL has developed various Implementing Rules (IRs) and technical specifications which complete the general framework of the Single European Sky (SES).

These IRs and technical specifications have been based on mandates which EUROCONTROL received from the European Commission.
EUROCONTROL

The Single European Sky (3)

SES II

In June 2008 a revision of the SES regulations were adopted, called SES-II. Focus is here on four areas:

- the existing Single Sky legislation is sharpened to deal with performance and environmental challenges.
- the Single European Sky ATM Research (SESAR) programme is to provide the future technology.
- the competence of the European Aviation Safety Agency (EASA) is to be extended to aerodromes, air traffic management and air navigation services.
- the ‘action plan for airport capacity, efficiency and safety’ is to be implemented thus providing ground capacity.

EUROCONTROL is developing Implementing Rules (IRs) and technical specifications which complete the general framework of the Single European Sky (SES).
EUROCONTROL

SESAR

- Nárast leteckej dopravy: 20.4 million yearly flight movement by 2030 predicted by Eurocontrol = twice the current figure

Hlavné ciele: (ukážky z brožúrky/nový profil letu)

** 8-14 min gain per flight on average
** 300-500kg reduction in fuel per flight on average
** 945kg-1575kg reduction of CO2 emissions on average

The key performance targets for 2020 are:
- enable a threefold increase in capacity
- improve safety by a factor of 10
- reduce by 10% the environmental impact per flight
- cut ATM costs by 50%
Európska konferencia pre civilné letectvo (ECAC)
www.ecac-ceac.org

Cieľ: to harmonise civil aviation policies and practices amongst its Member States and, at the same time, promote understanding on policy matters between its Member States and other parts of the world.

POSLANIE: ECAC's mission is the promotion of the continued development of a safe, efficient and sustainable European air transport system.

ECAC"s long-established expertise in aviation matters, pan-European membership and close liaison with the ICAO enable it to serve as a unique European forum for discussion of every major civil aviation topic. It enjoys active co-operation with its sister organisations through Memoranda of Understanding and with the European Commission, EUROCONTROL, the European Aviation Security Training Institute, and the JAA Training Office. It has particularly valuable links with industry and organisations representing all parts of the air transport industry.
Európska konferencia pre civilné letectvo (ECAC)

- *Plenárne zasadania*: každé tri roky, na úrovni GR swekcií civilného letectva (45 členov: 44 krajín EU + Turecko) – posúdiť, diskutovať a uzniest’ sa na politickej problematike

- *ECAC FORUM*: ročne

- Koordinačný výbor ECAC: riadi záležitosti medzi vyššie uvedenými zasadaniami

- The JOINT AVIATION AUTHORITIES TRAINING ORGANISATION (JAA-TO) is an Associated Body of ECAC, presently offering training courses in aviation safety with a focus on European rules and regulations.
Európska konferencia pre civilné letectvo (ECAC)

Aktivity v oblastiach:

- Vonkajšie vzťahy
- Bezpečnosť
- Ochrana
- Napomáhanie (v preprave cestujúcich a tovaru)
- Ochrana životného prostredia
- Ekonomické záležitosti
- Výcvik

• Ďalšie záležitosti (konferencie:napr. posledná “ECAC konferencia pre letecký výcvik, Turecko,jún 2010)
Európska agentúra pre bezpečnosť letectva (EASA)

http://easa.europa.eu

Nezávislá a zodpovedná


- Podľa európskych právnych predpisov sa ako nezávislý organ EÚ zodpovedá členským štátom a inštitúciám EÚ.

- Správna rada so zástupcami členských štátov a Európskej komisie schvaľuje rozpočet agentúry a jej program činnosti.

- Letecký priemysel je aktívne zapojený do činnosti agentúry prostredníctvom viacerých konzultačných a poradných výborov.

- Jej súčasťou je aj nezávislá odvolacia rada.
**Európska agentúra pre bezpečnosť leectva (EASA)**

Európska agentúra pre bezpečnosť leectva je stredobodom stratégie Európskej únie pre bezpečnosť leectva.

**Poslaním EASA** je propagovať najvyššie spoločne bezpečnostné a environmentálne normy v civilnom leectve.

**Spoločná stratégia**

*Letecká doprava sa stala najbezpečnejšou formou dopravy. Keďže jej podiel neustále narastá, potrebná je spoločná iniciatíva na európskej úrovni, ktorá by zachovala jej bezpečnosť a udržateľnosť:*

*vnútroštatne organy naďalej vykonávajú väčšinu operatívnych úloh, akými sú osvedčovanie lietadiel alebo licencovanie pilotov,*

- Úlohou agentúry je vypracúvať spoločne bezpečnostné a environmentálne pravidlá na európskej úrovni.
- Agentúra zároveň monitoruje zavedenie noriem v praxi prostredníctvom kontrol v členských štátoch a zabezpečuje potrebnú odbornosť, vzdelávanie a výskum.
Európska agentúra pre bezpečnosť letectva (EASA)

Hlavné úlohy:
✓ stanovenie pravidiel: vypracúvanie legislatívnych návrhov a poskytovanie technického poradenstva Európskej komisii a členským štátom;
✓ kontroly, programy vzdelávania a dodržiavania noriem na zabezpečenie jednotnej implementácie európskych právnych predpisov v oblasti bezpečnosti letectva vo všetkých členských štátoch;
✓ typové osvedčovanie lietadiel, motorov a ich častí vzhľadom na bezpečnosť a ochranu životného prostredia;
✓ dohliadanie nad projekčnými a výrobnými organizáciami a organizáciami na údržbu lietadiel a ich schvaľovanie v štátoch, ktoré nie sú členmi Európskej únie;
✓ zber údajov, analýza a výskum na zlepšenie bezpečnosti letectva.

** pravidlá a postupy pre operácie civilného letectva;
** pravidlá licencovania letových posádok v členských štátoch;
** osvedčovanie leteckých spoločností zo štátov, ktoré nie sú členmi Europskej únie.
* Riadiť program SAFA (Safety Assessment of Foreign Aircraft) európskeho spoločenstva v mene Európskej komisie (Pozn.: spojené s problematikou EU Community List – tzv. Black List)
Európska agentúra pre bezpečnosť letectva (EASA)

ŠTRUKTÚRA

- Výkonný riaditeľ
- Riadiaci výbor (predstavitelia členských štátov a EK)
- Poradný výbor riadiaceho výboru

- 5 odborov:

  - Pre komunikáciu a vonkajšie vzťahy
  - Pre bezpečnostné analýzy a výskum (oddelenia: bezpečnostné analýzy, vyšetrovanie nehôd, manažment výskumu)
  - Pre vnútorný audit a kvalitu
  - Pre politiku a korešpondenciu
  - Pre ľudské zdroje
Európska agentúra pre bezpečnosť letectva (EASA)

Štruktúra právnych noriem

Základné: NARIADENIE EURÓPSKEHO PARLAMENTU A RADY (ES) č. 216/2008 z 20. februára 2008 o spoločných pravidlách v oblasti civilného letecká a o zriadení Európskej agentúry pre bezpečnosť letecká

Implementačné pravidlá (1)

A. NARIADENIE KOMISIE (ES) č. 1702/2003
z 24. septembra 2003 stanovujúce vykonávacie pravidlá osvedčovania letovej spôsobilosti a environmentálneho osvedčovania lietadiel a prislúchajúcich výrobkov, častí a zariadení, ako aj osvedčovania projekčných a výrobných organizácií

dodržiavania (AMC)
- riadiace materiály (GM)

Špecifikácie certifikácie:
- Kódy letovej spôsobilosti
Európska agentúra pre bezpečnosť letectva (EASA)
Štruktúra právnych noriem

Implementačné pravidlá: (2)

B. NARIADENIE KOMISIE (ES) č. 2042/2003 z 20. novembra 2003
o zachovaní letovej spôsobilosti lietadiel a leteckých výrobkov, častí a zariadení a o
schvaľovaní organizácií a personálu zapojených do týchto činností

Akceptačné pravidlá dodržiavania (AMC) a riadiace materiály tvoria:

- **Part M** – pokračujúca letová spôsobilosť
- **Part 145** – schvaľovanie organizácií údržby
- **Part 66** – Certifikácia personálu
- **Part 147** – Požiadavky na výcvikové organizácie
Where Community law in the field of aviation safety is implemented at Member State level, EASA assists the European Commission in overseeing its effective application and uniform understanding.

Standardisation is the Agency's process of monitoring how the national aviation authorities (NAA's) apply EU Regulations in their countries and in the fields under their competence. In doing so, the Agency works to the Not less, Not more principle:
* Not less than required by Community law to establish and maintain a high uniform level of civil aviation safety in Europe, and to protect EU citizens
* Not more than required by Community law to ensure a level playing field for fair competition within the European aviation industry

Základom je:
NARIADENIE KOMISIE (ES) č. 736/2006 zo 16. mája 2006 o pracovných metódach Európskej agentúry pre bezpečnosť letectva na vykonávanie kontrol dodržiavania noriem
POUŽITÁ LITERATÚRA

• internetové zdroje
Vaše otázky prosím ?!?