



Federal Aviation  
Administration

## FAA International Strategies 2010 to 2014 Africa, Europe, and Middle East Region

This portfolio includes the countries in Africa, Europe, Commonwealth of Independent States (CIS), Russia, and the Middle East, including Iraq. The regional office is located in Brussels and includes FAA personnel from International Aviation, Air Traffic, and Aviation Safety, along with a Department of Defense representative. FAA senior representatives are located in Brussels, London, Paris, Moscow, Abu Dhabi, and Dakar. In addition, the FAA has Flight Standards International Field Offices in Frankfurt, Germany and in London, United Kingdom.

The European region continues to be the leading international destination for U.S. citizen air travel, outpacing the fast-growing Asia market by a factor of two. In Western Europe, we continue to focus on strengthening our long-standing relationships with the European Commission (EC) and associated authorities such as the European Aviation Safety Agency (EASA), EUROCONTROL, North Atlantic Treaty Organization (NATO) and individual national governments. We are using these relationships to enhance and streamline the exchange of safety information and data, and we are working to bring a Bilateral Aviation Safety Agreement (BASA) into force. Our efforts also focus on promoting harmonized regulatory standards by supporting the interoperability of air navigation systems and the harmonization of air traffic control (ATC) procedures, requirements, and routes. This includes an aviation focus towards ensuring the interoperability of U.S. Position, Navigation and Timing (PNT) services with Europe's Galileo and Russia's Global Navigation Satellite System (GLONASS) systems. We promote cooperative working-level efforts to mitigate aviation's impact on the environment, such as the Atlantic Interoperability Initiative to Reduce Emissions (AIRE), and pursue greater mutual understanding of our respective regulatory and policy approaches.

In Eastern Europe and Russia, we are working with ICAO, industry, and donor organizations to continue to promote higher standards of safety and efficiency. We have engaged with select CAAs on international safety standards and have utilized working group arrangements to promote flight standards related training in Russia. In addition, we have worked with Russian ATC authorities to improve shared telecommunications assets, to improve routing structures and to continuously monitor the ongoing discussions between our two governments regarding overflight fees.

To increase safety and capacity in Africa, we are providing technical assistance to countries and to organizations to meet ICAO safety standards. To date, this has included

work with the East African Community (EAC), which includes Burundi, Kenya, Rwanda, Tanzania and Uganda, and with Ghana. In the Middle East, we assist CAAs to safely manage rapid growth in a complex environment. The FAA continues to provide operational support to the Iraqi Civil Aviation Authority through personnel assigned to the U.S. Embassy Baghdad.

## **S t r a t e g i c   I n i t i a t i v e s**

This document establishes priorities, identifies opportunities to expand successful programs, and underscores the need to seek innovative solutions with our international partners, starting with the following five-year strategic initiatives:

- 1. Promote harmonization and compliance with aviation legislation, regulatory requirements, policies, and procedures.**
- 2. Create and support partnerships to leverage opportunities to develop safety, capacity, and efficiency initiatives.**
- 3. Promote U.S. best practices in safety to enhance consistency and seamless operational practices worldwide.**
- 4. Promote civil/military cooperation to ensure safe, secure, and efficient use of airspace.**
- 5. Improve global interoperability and advance future technologies and procedures.**
- 6. Increase awareness of methods to minimize aviation's impact on the environment.**
- 7. Share FAA best practices to mentor and influence aviation leaders and enhance foreign aviation expertise.**
- 8. Promote U.S. commercial space transportation regulations.**

## **1. Promote harmonization and compliance with aviation legislation, regulatory requirements, policies, and procedures.**

As the number of international passengers and aviation activities increases across the globe, it is imperative for the U.S. to collaborate with international partners. The FAA works with aviation organizations to implement ICAO SARPs. The FAA is also building relationships with industry and government partners to align global safety activities and increase data sharing. In addition, the FAA promotes compliance with international safety standards through technical assistance, training, and sharing best practices.

- **Objective:** Promote harmonization of regulatory requirements and increase safety and efficiency.
  - Resolve concerns preventing the entry into force of the U.S.–European Union (EU) Safety Agreement: **EU, European Aviation Safety Agency**
  - Work collaboratively with EASA to influence and, where appropriate, to harmonize regulations: **EASA, EU.**
  - Develop an agency position to identify and implement the legal framework to extend the rights and obligations provided by the U.S.–EU Safety Agreement: **Iceland, Norway, Switzerland.**
  - Encourage harmonization of regulations, legislation, and procedures in the CIS region: **Azerbaijan, Kazakhstan, Kyrgyzstan, Russia, Ukraine, Uzbekistan.**
  - Encourage harmonization of regulations, legislation, and procedures in the East African Community (EAC) and in Ghana: **Burundi, Ghana, Kenya, Rwanda, Tanzania, Uganda.**
  
- **Objective:** Identify and provide technical assistance and training to regional aviation safety organizations and countries to strengthen their capability to meet international aviation safety standards.
  - Deliver presentations describing the international safety standards process and requirements, highlighting any issues needed to be addressed: **Algeria and Latvia.**
  - Develop and deliver an instructional seminar on air carrier operations to the U. S.: **Africa Region**
  - Continue to implement training programs through the ICAO Government Safety Inspector (GSI) training satellite office, and work toward self-sustaining GSI office operations over the next five years: **Cape Verde.**

- Provide technical assistance to support efforts to meet ICAO safety standards: **Ghana, Israel, Nigeria, Ukraine.**
- **Objective:** Develop and implement a plan to address the various safety issues surrounding the growing number of U.S.-registered aircraft that are operated in the region.
  - Address issues resulting from the growing number of U.S.-registered aircraft permanently based in Europe, some of which are identified as having caused operational incidents: **EASA, France, Germany, Ireland, Italy, United Kingdom.**
- **Objective:** Cooperate with partners in the region in sharing data aimed at increasing safety.
  - Explore possibilities for sharing ramp inspection data: **EC, EASA.**
- **Objective:** Address aging aircraft issues in Middle East states.
  - Develop a foreign aircraft inspection seminar: **United Arab Emirates (UAE).**
- **Objective:** Establish ICAO compliant laws and regulations to build the foundation for the reconstruction of civil aviation systems.
  - Facilitate passage of new civil aviation laws and adoption of model civil aviation regulations: **Iraq.**

**2. Create and support partnerships to leverage opportunities to develop safety, capacity, and efficiency initiatives.**

Improving and maintaining safety performance in an increasingly complex global aviation system requires a proactive and innovative approach to improving interoperability, operational efficiency, and advancing future capabilities. The FAA leverages private and government expertise and resources, as well as global assistance programs to assist CAAs to improve safety and implement efficiency enhancing technology and procedures.

- **Objective:** Explore and pursue opportunities to develop cooperative research projects with key governments and research organizations aimed at improving technologies and procedures.
  - Expand areas of cooperation with key research organizations with which the FAA has ongoing research and development programs, including: **Cranfield University, EC, EUROCONTROL, Qinetiq.**

- **Objective:** Target FAA assistance to leverage resources in African countries that are committed both to ensuring that assistance is implemented successfully and to improving safety beyond the FAA's limited technical assistance provisions.
  - Provide policy and technical support for the DOT-led Safe Skies for Africa (SSFA) Program: **East African Community (EAC)**.
  - Follow-up the FAA Airports team's 2008 survey of Roberts International Airport (RIA) to help airport authorities improve RIA's emergency response capability and develop a comprehensive emergency plan: **Liberia**.
  - Continue to support technical assistance efforts. Develop a quality assurance program for the states based on their follow-up assessments of training centers: **EAC, SSFA Countries, Civil Aviation Safety and Security Oversight Agency (CASSOA)**.
  
- **Objective:** Provide technical assistance and training aimed at increasing safety and efficiency levels.
  - Develop a comprehensive action plan to incorporate assistance in the aircraft certification, aviation safety and air traffic control areas: **Israel**.
  - Explore additional opportunities for mutual cooperation with the EC to provide information on best practices and/or potential technical assistance to countries developing their economies and aviation industries: **EC**.
  - Provide technical assistance in regional airport development, licensing, and airworthiness, in conjunction with both FAA and non-FAA resources including private industry: **Russia**.
  - Re-start the Russian/American Flight safety Working Group as a forum to address safety issues: **Russia**.
  - Work cooperatively with donor organizations such as U.S. Trade and Development Agency (TDA) to fund projects to improve safety oversight through technical assistance. Where resources permit, identify and implement appropriate training, assistance and assessment activities: **Azerbaijan, Kyrgyzstan**.
  
- **Objective:** Coordinate with U.S. Government departments and agencies that provide foreign economic assistance, multilateral development banks that provide loans to developing countries, and economic assistance agencies of foreign governments to influence aviation projects.
  - Help secure funding for technical assistance projects: **Africa Region, Liberia**.

- Work in conjunction with key Middle East CAAs to ensure the successful implementation of a Middle East Aviation Safety Team to implement the work envisioned in the 2008 GASR conference: **Middle East.**
  - Partner with the UAE General Civil Aviation Authority to encourage the Arab Civil Aviation Commission (ACAC) to take on a greater leadership role in promoting regional harmonization and cooperation among regulatory authorities in the Middle East: **ACAC, UAE.**
- **Objective:** Support safe and efficient business and general aviation in the Russian Federation.
- Continue to promote and support the safety of general aviation through work with National Business Aircraft Association (NBAA), International Council of Aircraft Owner and Pilot Associations of Russia and the Russian CAA: **Russia.**

**3. Promote U.S. best practices in the provision of air traffic services and safety to enhance consistency and seamless operational practices worldwide.**

The FAA promotes seamless operations in cooperation with international aviation partners to meet the challenge of safely expanding global aviation capacity. We work through regional organizations and working groups to influence regional safety and efficiency initiatives and to advance FAA priorities through coordinated U.S. strategies. We work with ICAO to establish a priority list of SARPs in support of NextGen operations and to streamline ICAO processes.

- **Objective:** Work with CAAs, regional organizations and ICAO to promote proficiency in the English Language.
- Work with external funding providers, to provide English language proficiency training for developing CAAs: **Kazakhstan, Kyrgyzstan, Ukraine, Uzbekistan.**
- **Objective:** Strengthen the working relationship with ICAO and the African Civil Aviation Commission (AFCAC) to determine program specifics and evaluate future proposed activities.
- Support the Africa Comprehensive Implementation Plan (ACIP) strategic goals that include an increased role for ICAO leadership in the Africa and Indian Ocean region: **AFCAC.**

- **Objective:** Ensure the development of coordinated FAA positions and participation at international meetings.
  - Prioritize FAA participation at regional meetings to ensure effective use of our resources and maximize our influence. Improve our ability to influence countries and regional groups by delivering a coordinated, consistent message at important regional meetings: **AFCAC, Africa-Indian Ocean Planning and Implementation Regional Group (APIRG), European Air Navigation Planning Group (EANPG), Middle East Air Navigation and Planning Implementation Regional Group (MIDANPIRG), North Atlantic System Planning Group (NATSPG).**
  - Coordinate FAA participation at non-ICAO meetings to ensure a consistent message can be carried from these meetings to the ICAO meetings that oversee the region: **CANSO, EUROCAE, EUROCONTROL.**

**4. Promote civil/military cooperation to ensure safe, secure, and efficient use of airspace.**

When countries transition from military to civil airspace control as a means to increase efficiency, safety oversight and air navigation operations become primary issues. Areas of focus include technical assistance and training in military to civilian transition.

- **Objective:** Support states in the transition of airspace from military to civilian control.
  - Work with U.S. Air Force Central Command, NATO, ICAO and the respective national authorities to facilitate the transition from military to civilian control of the airspace: **Iraq.**
  - Work with key aviation authorities to better understand civil/military roles that will assist in airspace planning and traffic flow management efforts: **European states, ICAO, UAE.**

## **5. Improve global interoperability and advance future technologies and procedures.**

Maintaining and improving safety in an increasingly complex global aviation system requires a proactive and innovative approach to improving interoperability and operational efficiency, as well as advancing future capabilities. Our ultimate goal is seamless operations across as many boundaries as possible. Harmonization and cooperation is essential on air traffic flow management, safety, and environmental issues as is collaboration on research and development programs that can advance capabilities crucial to future air traffic systems.

- **Objective:** Promote interoperable air navigation systems and harmonized procedures and standards.
  - Develop a strategy for implementing the FAA-EC Research and Development Cooperation agreement, with particular consideration to joint activities between the FAA, the EC, and the Single European Sky Air Traffic Management Research (SESAR) Joint Undertaking: **EC**.
  - Report on and influence where appropriate, developments related to implementing the Single European Sky initiative, such as the implementation of RNP procedures, trajectory-based operations, and other efficiency improvements: **EC**.
  
- **Objective:** Improve NextGen PBN capabilities to increase safety and efficiency of airspace.
  - Encourage implementation of PBN capabilities similar to NextGen, including transition to and harmonization of airspace requirements: **Kazakhstan, Russia**.
  - Encourage implementation of World Geodetic System (1984) in concert with National Geospatial Intelligence Agency, non-government consultants, and interested airlines: **Africa, Eastern European states, Kazakhstan**.
  - Address operational air traffic control issues on a bilateral basis and through the Cross Polar Working Group: **Iceland, Russia**.

## **6. Increase awareness of methods to minimize aviation's impact on the environment.**

We are committed to improving aviation's environmental performance. Consistent with NextGen, our objective is to achieve environmental protection that allows sustained aviation growth. We work with air navigation service providers, governments, airlines, and aviation manufacturing to develop better scientific understanding of environmental performance interdependencies and impacts, to accelerate more efficient ATM operational procedures, to hasten the uptake of promising improvements in environmental aircraft technologies, and to advance renewable alternative fuels for aviation. While market-based measures may be useful in addressing certain aviation environmental impacts, we respect the prerogative of states to adopt appropriate measures for their circumstances.

- **Objective:** Promote continued cooperation between the U.S. and key organizations in the region in the development of mutually acceptable policies and regulations intended to mitigate aviation's impact on the environment.
  - Engage in dialogue with partners to address concerns and promote cooperation on issues, including environment, safety, and capacity concerns: **National governments (including transport, environment, and foreign affairs ministries), institutions of the European Union, ACAC, AFCAC, ECAC and CANSO.**
  - Analyze proposed EU initiatives and monitor and report on the development of current issues such as the Emissions Trading Scheme legislation, the review of the Balanced Approach Directive, and the consultation on addressing the effects of aviation oxides of nitrogen (NO<sub>x</sub>) on climate change: **EC, EASA, EU member states.**
  - Demonstrate ways in which the use of progressive ATM and PBN technologies can address environmental concerns through the AIRE program: **EUROCONTROL, EC, SESAR Joint Undertaking.**
  - Promote capacity-enhancing, environmentally-friendly technologies, and procedures as alternatives to noise and potential night-flight restrictions: **Germany.**
  - Participate in important cooperative environmental programs that provide venues for discussing divergent government policies such as that between FAA and the United Kingdom Omega consortium: **United Kingdom, other interested EU member states, and governments and industry in the AEU region.**
  - Promote the development of a global framework of fuel efficiency goals and measures to help countries meet the goals by participating in the ICAO GIACC process: **France, Germany, Netherlands, Nigeria, Russian**

**Federation, Switzerland, Saudi Arabia, South Africa, EU institutions, other EU member states and key states in Africa and Middle East.**

- Seek opportunities to present the U.S. position(s) on aviation environmental concerns to public audiences in the EU Member states, such as conferences and publications, as well as to policymakers and stakeholders: **CANSO, Europe.**

**7. Share FAA best practices to mentor and influence aviation leaders and enhance foreign aviation expertise.**

Our contribution to the growth of leadership skills in foreign aviation professionals is an integral component of developing civil aviation organizations worldwide. We are committed to investing in people who will drive aviation safety and efficiency improvement within their aviation authorities.

- **Objective:** Promote FAA international leadership through the annual development and recommendation of aviation-focused programs such as the Department of State International Visitor Leadership Program (IVLP) process.
  - Develop proposals under the Department of State IVLP to expose participants from the region to the U.S. approach to safety oversight and ATM principles and technologies: **Africa, CIS, Europe, Middle East.**
  - Establish a mentoring program for targeted countries to encourage increased leadership in regional safety oversight cooperation: **UAE.**
  - Collaborate with air navigation service providers in cooperative exchanges of technical personnel: **Germany, Eurocontrol.**
- **Objective:** Promote developmental opportunities for current or potential foreign leaders to mentor and influence aviation leaders and enhance foreign aviation expertise.
  - Identify participants for a program that teaches junior level aviation professionals best practices in strategic planning, program management, regulatory practices, and organizational development: **EAC, Nigeria, UAE.**

## **8. Promote U.S. Commercial Space Transportation Regulations.**

As more countries become interested in the commercial operation of space transportation, the FAA can provide information on how the U.S. regulates commercial space transportation vehicles and spaceports. Some countries today are privatizing government operations in space for expendable launch vehicles while others are interested in building or attracting new space transportation vehicles through the development of spaceports or other incentives. In each case, governments will develop new regulatory structures.

In the future, the FAA envisions commercially operated space vehicles that carry people will grow beyond suborbital flights in individual nations and into point-to-point regional and intercontinental travel that will require coordination between nations on safety. Orbital space flights by commercial operators are also possible and may need similar coordination. By establishing a foundation today, safety regulations in the future will proceed more smoothly.

There are technology transfer limitations in space transportation that will limit the level of FAA cooperation with other nations including International Traffic in Arms Regulations (ITAR). In addition, under Congressional direction, the FAA plans to phase in certain regulations on the human space flight industry as the industry grows and matures. At this time it is too early to seek adoption of international standards in human space flight safety.

- **Objective:** Promote FAA Office of Commercial Space Transportation (AST) regulations worldwide through outreach in order to build a common understanding to prepare for future interconnected global space transportation and growth of commercial space transportation.
  - Distribute promotional materials to other countries through FAA senior representatives;
  - Attend conferences, air and space shows, and international forums;
  - Participate in the United Nations Committee on Peaceful Uses of Outer Space;
  - Develop regulatory workshops;
  - Conduct bilateral discussions with interested countries;
  - Identify countries with emerging commercial space transportation interests;
  - Identify future international issues such as space and air traffic integration;
  - Evaluate with API other areas and methods of outreach: **All countries, all regions.**
  
- **Objective:** Develop a commercial space transportation strategy for the Asia Pacific region to identify and perform outreach activities.
  - Work on common regulations and licensing practices: **Australia, Japan, Singapore.**
  
- **Objective:** Develop a commercial space transportation strategy for the European Union to identify and perform outreach activities.

- Work on common regulations and licensing practices: **European Union states.**

## **Conclusion**

The greatest benefits of a strategic plan of action for FAA international priorities are in the areas of resource planning and organizational collaboration. It is the intention that this document encourages global aviation interests to quantify and qualify the type of assistance needed with the understanding that their requests will become part of an annual assessment of priorities.

We welcome your comments and recommendations.