

Annex I**Criteria for the Allocation of Projects (including the project management function)**

Cascade	Criterion	EU-product	Non-EU product	Organisation	Flight Standards	ATM / ANS Systems
1.	Accreditation	Potential service provider(s) (NAA/QE) accredited for the task?				
2.	Experience (over and above that required for accreditation)	Potential service provider(s) and staff sufficiently experienced with the type of aircraft and/or similar project categories (e.g. TC, STC, Major, Minor)?	Potential service provider(s) and staff sufficiently experienced with the type of aircraft and/or similar project categories (e.g. TC, STC, Major, Minor)?	Potential service provider(s) and staff sufficiently experienced with the project categories (e.g. DOA, MOA, MTOA, POA, TCO, etc.)?	Potential service provider(s) and staff sufficiently experienced with the project categories (e.g. MRB, OEB / OSD, FSTD etc.)?	Potential service provider(s) and staff sufficiently experienced with the project categories (e.g. air navigation service providers, etc.)?
3.	Competence, expertise (over and above that required for accreditation)	Potential service provider(s) has qualified and trained staff to perform the task (this comprises all relevant fields of expertise incl. the project management)?				
4.	Compliance with the Agency's strategic goals for outsourcing	The selection of the service provider is in compliance with the strategic goals including the stability of the outsourcing system, equal distribution of tasks and the avoidance of monopolies?				
5.	Conflict of interest	Potential service provider is in compliance with item 1 of Annex V of the EASA Regulation?				
6.	Proximity	Applicant located in the same country than the potential service provider? Service provider(s) are able to communicate in the applicant's language? Service provider(s) in geographical vicinity to applicant?				
7.	Costs / Efficiency	Service provider(s) offers good value for money (understood as ratio of working hours, travel costs and the hourly rate)? Is the combination of this task with other tasks more efficient for applicant/EASA/service provider?				
8.	Availability	Service provider(s) is able and willing to perform the task within the timeframe set by the Agency?				

Criteria for the secondment of experts

Cascade	Criterion	Products	Organisations	Flight Standards	ATM / ANS Systems
1.	Accreditation	Service provider that employs the expert is accredited?			
2.	Experience (over and above that required for accreditation)	Expert has sufficient experience with the type of task?			
3.	Competence, expertise (over and above that required for accreditation)	Expert is qualified and trained to perform the task?			
4.	Compliance with the Agency's strategic goals for outsourcing	The selection of the expert is in compliance with the strategic goals including the stability of the outsourcing system, equal distribution of tasks and the avoidance of monopolies?			
5.	Conflict of interest	Potential expert in compliance with item 1 of Annex V of the EASA Regulation?			
6.	Proximity	Expert sufficiently conversant in the applicant's language and familiar with its working environment? Expert has detailed knowledge and experience with local / national and historical aspects of the certification process? Is the applicant located in the same country than the expert? Expert located in the geographical vicinity of the applicant?			
7.	Costs/Efficiency	Service of the expert offers good value for money (understood as ratio of working hours, travel costs and the hourly rate)? Is the combination of this task with other tasks more efficient for applicant / EASA / service provider?			
8.	Availability	Expert able and willing to perform the task within the timeframe set by the Agency?			