



**MINUTES OF THE MEETING OF THE  
EASA MANAGEMENT BOARD  
HELD ON  
09 JUNE 2009 (MB 02/2009)  
AND SUMMARY OF DECISIONS TAKEN**

**SUMMARY OF DECISIONS**

At its meeting held on 09 June 2009, the Management Board:

- Adopted the decision adopting the 2008 Annual General Report of the European Aviation Safety Agency;
- Adopted the decision amending the Agency's Financial Regulation;
- Adopted the decision amending the Agency's Financial Implementing Rules
- Adopted the decision adopting a 2009 Amending Budget



**0. List of Attendees – Please see ANNEX 1**

The Chair opened the meeting and welcomed all participants.

**1. Adoption of the Agenda**

The Agenda was adopted as presented. The Chairman reserved the right to change the order of the items for time management reasons.

**2. Adoption of the minutes of the previous meeting**

The draft minutes of the MB 01/2009 meeting were adopted.

**3. Progress Report on the Appointment of the Finance & Business Services Director**

This agenda item was discussed in closed session. MB members were provided beforehand with a file. The Commission reiterated their position that on the basis of the guidelines on the selection and appointment of Agencies' Directors, adopted in January 2008, grading for EASA Directors should be at level AD 13.

Emphasizing that it is ultimately for the Board to decide at which grade posts for EASA Directors should be advertised and remunerated, MB members agreed that the grading for the post of the Director for Finance and Business Services shall be at level AD 14 and that the ongoing selection procedure should continue in order to ensure a timely recruitment. The meeting agreed that the dissenting opinion of the Commission will however be reflected.

**4. Comments from the Chair**

The Chair thanked the MB Secretariat for organising the evening event on 08 June 2009.

**5. Report of the Executive Director**

The Executive Director presented his report on developments since the previous Management Board. The Executive Director underlined inter alia the following elements of the report:



- 1<sup>st</sup> transport aircraft application from Japan;
- Airbus SPOA activities;
- implementation of the Rulemaking Programme 2009-2012 by 15 %;
- NPA 2008-17 with more than 11.000 comments;
- international cooperation activities, including support activities to the EC with regard to Bilateral Agreements (e.g. EU/US and EU/Canada) and the preparation of Working Arrangements for NAAs of ECAC-non-EASA countries;
- preparation of the 2008 Annual Safety Review;
- finalisation of new SAFA Guidance Material;
- revision of outsourcing contracts with NAAs;
- Fees & Charges revenue of 17,72 M€ on 31.05.2009;
- start of the ERP (EAS@P) on 06.07.2009;
- recruitment of a coordinator for data protection and access to documents;
- staffing figures amounting to 470 TAs by 01.06.2009;
- technical training delivery in 42 sessions and 243 attendees;
- recruitment of a Liaison Officer for non-EASA countries;
- EU-US International Aviation Safety Conference in Athens.

In discussion of the ED report, the following points were made:

- considering the importance of international cooperation activities in particular for the industry, there was a demand from EAB to allocate more resources to the international cooperation department;
- the approval process of "minor repairs" overseen by an NAA were considered as too bureaucratic and question was raised whether these tasks could be fully delegated to NAAs in order to reduce the workload for EASA; EASA explained that for legal reasons this is not possible but that approved DO can sign minor repairs themselves;
- positive reactions were received with regard to the regional workshops organised by the Rulemaking Directorate and EASA should be encouraged to go ahead with these activities.

## **6. Progress Report on NPAs related to the Agency's extensions**

Considering the complexity of this agenda item, the Chair proposed to split the discussion into a) NPAs related to the 1<sup>st</sup> extension (OPS, FCL, 3<sup>rd</sup> Country Operators and b) NPAs related to the 2<sup>nd</sup> extension (ATM, Aerodromes).



The EASA Rulemaking Director introduced a proposal for a revised Agenda for rulemaking (WP04), taking into account the effects of the 1<sup>st</sup> and 2<sup>nd</sup> extension on EASAs rulemaking activities. He pointed out that within a very short timeframe, EASA must be ready for different phases of extension. In addition, the tasks directly linked to the 1<sup>st</sup> and 2<sup>nd</sup> extensions collide with many other activities such as remaining scheduled NPAs and communication on NPAs (in Europe, but also US, Asia, etc). Against that background, he stressed that the establishment of transition measures would not only ease the work for the Agency but also help the stakeholders, e.g. industry in implementing the new regulations. Moreover, he acknowledged the core importance of continuing with a transparent rulemaking process catering for the involvement of NAAs and other stakeholders before entering final decision process.

The Agency proposed the following way ahead:

- to take a decision in the EASA Committee in July on yes/no transition measures to be put in IR;
- to “take stock” on the comments on OPS/FCL in September (organise additional meetings with MS and stakeholders);
- to decide later in autumn on the final planning all Opinions taking into account the EASA RM process allowing for extensive consultations and the resources it takes to cater for all the activities.

The Commission explained their position as presented in the written note to the MB of 05 June 2009 and reiterated their concerns about the outcome of the Agency’s report. The Commission acknowledged that it is demanding work for EASA to prepare all the basic material for process in the EU institutions regarding both for the 1<sup>st</sup> and 2<sup>nd</sup> extension, but that it is up to EASA to organise its resources and timing. In view of the given timetable for adoption/implementation of IRs (2012 for 1<sup>st</sup> extension and end 2012/end 2013 for 2<sup>nd</sup> extension), the Commission emphasised that it is not the right time for EASA to be overly-ambitious or to focus on additional tasks. Instead, EASA should give priority to the transposition of existing requirements (e.g. JAA, ICAO) into Community law. This would also be beneficial to the industry and stakeholders, in order to help them with an easier implementation.

Underlining that the Commission is counting on the support of EASA, it was noted that the conclusions drawn in the two last paragraphs of the Agency’s paper cannot be accepted. The Commission drew the Boards attention to the necessity of clear guidance from the Board to steer EASA in a clearer and more effective direction.



### Discussion on 1<sup>st</sup> extension

To open the discussion, the Chair reminded the Board that aspects related to the 1<sup>st</sup> extension had been part of long discussions during the last EASA/NAA partnership meeting and that there had been a clear “no” to the extension of consultation deadlines. He recalled that however the meeting realised the serious issues at stake, e.g. the size and complexity of NPAs.

MB members raised concern, on the complexity of rulemaking products delivered so far, with over 11.000 comments received on NPA 2008-17. It was noted that the complexity of the proposed regulations lead to uncertainty and confusion for Member States and stakeholders. Several delegations underlined that the production of clear and understandable rules is of core importance and recommended a thorough reassessment of the current process for producing the OPS and Licensing rules. However, it was noted that it might be necessary to extend the global timeframe in order to get the highest quality of regulations and best understanding.

Several delegates raised the issue of too much discrepancy between existing requirements (e.g. EU-OPS, JARs, ICAO) and requirements developed by EASA. It was observed that this risks major problems for NAAs and industry in implementing the requirements. The view was shared that EASA should not go too far beyond existing requirements and follow a minimalistic approach. Several delegations agreed that a conservative approach could be more helpful than a “big bang”. EASA should carefully examine already existing material and build on that basis. It was noted however, that in fields where no material exists, new rules might have to be developed.

The Board identified a need to review the current structure of IRs but agreed that a re-examination should not take place before September and until EASA has taken “stock” on the comments of OPS/FCL. It was agreed that prioritisation is of core importance in particular in respect of the deadlines. The Board could help EASA in setting the right priorities.

With regard to EASAs proposal to establish a “transition period”, the Commission was asked to provide a clearer picture on the legal situation. The Commission confirmed that from a legal point of view it is possible to foresee transitional periods which could be indicated in the IRs, but that it is more of a political issue to deviate from the planned time schedule. The Chair asked for further clarification on the type of transitions periods (e.g. “opt-out”) before the September meeting; this will require substantive discussion at the EASA Committee Meeting in July.



The Agency's Rulemaking Director confirmed that "stock" will be taken after the summer and a re-examination made of the situation based on the comments received. He affirmed that EASA is open to all kinds of solutions that would help to have a more simple system in place. To achieve that, he asked for clear guidance from the EASA Committee meeting in July regarding the possibilities of "transitional periods".

The Commission recalled the necessity of clear guidance from the Board in steering EASA into the right direction. With regard to the idea of taking "stock" in September, EASA should consider that taking "stock" depends on the number of comments received, which can have impact on the timetable. The Commission restated that the alternative way forward would be to go back to JARs/ICAO requirements and to focus new work on things not tackled in EU-OPS in order to reduce the workload in certain areas. The Commission stressed that prioritisation is of core importance for EASA in particular in respect of the deadlines. Consultation with the Commission should continue in order to clearly ascertain the different elements of the timetable and to identify which realistic achievements are possible.

The Chair summarised the discussion on the 1<sup>st</sup> extension as follows:

- a) The meeting agreed on the scale of challenge, being daunting but not impossible;
- b) The meeting recognised the efforts made by the EASA Rulemaking Directorate to improve the rulemaking processes and to cope with the current tasks;
- c) The meeting noted that for rules to be good and well-functioning, they need to be comprehensive and understandable. At the same time, radical changes or too much change from the current requirements could result in risks to safety;
- d) The meeting agreed that the expected responses to the NPAs will need to be scanned by EASA to inform a high level review in September;
- e) In the light of responses received from stakeholders, the Agency should prepare a menu of possible scenarios, ranging from the minimum possible changes to EU-OPs and JARs (recognising that JARs were not mature or complete in all areas needed to be covered) up to the full panoply of proposals set out in the NPAs. This would enable key decisions on the way ahead to be made in the autumn. The Agency might commence this process of taking stock and reaching decisions by convening a small high level meeting of Agency, Commission and MB personnel soon after the summer break;



- f) The issue of “transitional periods” will be discussed at the EASA Committee meeting in July;
- g) The meeting noted that current deadlines should be met if possible, even if the global timeframe might have to be extended in the future;
- h) The MB should revisit the issue in September.

#### Discussion on 2<sup>nd</sup> extension

The Chair reiterated that the simplicity of rules and the minimalistic approach towards changes to existing rules should be used as guiding principle. He also made clear that at the moment priority for guidance to EASA should be the 1<sup>st</sup> extension.

Considering the tight deadlines given, several members noted that a careful analysis of the timelines and a determination of priorities is needed. Similar to the proposed way forward for the 1<sup>st</sup> extension, EASA should take stock of existing legislation.

Considering that the Basic Regulation stipulates that, in certain areas e.g. certification of equipment, EASA “may” develop rules in the fields of ATM and Aerodromes, it was observed that a minimalistic approach should be followed where possible. Several delegations agreed that EASA should take into account existing requirements as a basis and enhance those existing rules if necessary. With regard to Aerodromes, it was noted that ICAO Annex 14, together with the work of the GASR team, could be used as basis for a common approach. However, EASA would have to analyse carefully the impact of rules on Aerodromes, since this sector is very economically sensitive. With regard to ATM, it was proposed to use rules already developed by the Commission assisted by the Single Sky Committee and expertise from EUROCONTROL as a starting point. Members stressed that ongoing communication and coordination between EC, EASA, EUROCONTROL, NAAs and industry is essential to ensure a common approach.

MB Members discussed the involvement of EUROCONTROL, which had not been addressed in WP 04. It was suggested to establish a clear transition roadmap between EUROCONTROL and EASA. The idea was brought up to also have a clear resources plan addressing the skills and expertise that is in place in EUROCONTROL.

Taking into account the comments raised, EASA supported the minimalistic approach and to have an evolution instead of a revolution. EASA reaffirmed that it is using its best efforts to meet the given timetable and confirmed to



ensure that rulemaking groups are working with strict methods and clear targets. Moreover, EASA agreed that consultation with stakeholders at a very early stage in the rulemaking process will help to avoid surprises, bearing in mind that the challenge will be to align the consultation with the given deadlines/timeframe and resources. Pertaining to the involvement of EUROCONTROL, EASA affirmed that cooperation is already ongoing. A roadmap for a 5-years period has been developed. Similar cooperation is ongoing with the Commission.

The Commission reiterated the importance of good relations between EASA, the Commission and EUROCONTROL with regard to the development of a roadmap. The Commission shared the view that the Agency should not start from scratch and EASA and EUROCONTROL should agree how to make best use of existing material and expertise. The Commission also supported the necessity for consultation with stakeholders, pointing out that within the EC specific environment different forums are already available where consultation with stakeholders can be assured.

The Chair summarised the results of the discussion on the 2<sup>nd</sup> extension as follows:

- a) The meeting agreed that all sides must learn from the 1st extension and that similar problems should be avoided for the 2<sup>nd</sup> extension. That means in particular, that (a) processes should be kept as simple as possible and (b) the Agency should prioritise its tasks and do the minimum necessary to meet the requirements of the Basic Regulation;
- b) The meeting expressed a strong message to EASA to build their work upon existing material and expertise (e.g. ICAO Annex 14 for Aerodromes). Where necessary (e.g. ATM) EASA of course must disentangle the rules, taking out the safety aspects;
- c) The meeting agreed that EASA must pursue its negotiations with EUROCONTROL and develop a clear roadmap, which should be presented to the Management Board. MB members identified the need to have a resources plan, reflecting also the skills and expertise that is in place in EUROCONTROL.
- d) The meeting noted that with regard to the deadlines given, no relaxation is possible at the moment. However, deadlines should be kept under review and might be changed in the future.
- e) The meeting agreed that the Board will track the developments and keep the issue of the 2<sup>nd</sup> extension under review. The Agency will report progress at future meetings of the Management Board.



## **7. ENaCT Report**

The Chairman of the ENaCT working group presented a report on their ongoing activities (WP05), reflecting a summary of the discussions at its meeting in May 2009. The report included the following topics: Qualified Entities (QE), Continuing Airworthiness, Pool of Experts and Future of the ENaCT Group. With regard to Continuing Airworthiness, a working paper on "Tasks and responsibilities" was annexed to the report confirms the amount of technical working hours dedicated to Continuing Airworthiness (50.000 h per year). With regard to the future of the ENaCT Group the Chairman underlined that ENaCT could continue to play a vital role as central advisory group on all certification-related issues also for the Management Board. He recommended to revise ENaCT (TORs) accordingly and to give ENaCT opportunity to make comments on Certification KPIs.

The meeting expressed general support of the working paper. The view was shared that Continuing Airworthiness must be a central pillar of the Agency's work and endorsed the proposal to support the Agency initiative to increase the number of technical working hours. With regard to the Pool of Experts Concept, the Chair reiterated the importance for each member to reply to the invitation to attend the conference in November on safety expertise needs in the NAAs. As regards the proposed evolution of ENaCT, the meeting agreed that ENaCT can usefully advise the Management Board (e.g. with regard to KPIs) and gave green light to ENaCT to present new TORs at the next MB meeting in September. The Chair expressed again the open invitation to all Member States to nominate a representative, preferably a certification expert, to the ENaCT group.

## **8. 2008 Annual General Report**

The Executive Director presented the Agency's 2008 Annual General Report (WP06b), noting that according to the Basic Regulation the Management Board will have to formally adopt the Annual Report and forward it to the EU Institutions and Member States by 15 June 2009. He explained that the Report is structured according to the Agency's core activities and was pleased to announce that almost all objectives defined in the 2008 Work Programme were met at the end of 2008.

Comments were raised by the UK on the foreword, recommending an additional sentence reflecting that EASA is still in a "transition phase" and to reconsider the statement on the EU-US Agreement. EAB asked for further



clarification regarding the statement on the 100% implementation of the 2008 Rulemaking Programme.

The Board adopted the report subject to incorporation of comments made.

## **9. 2008 Annual Accounts**

The Agency's acting Finance and Business Services Director presented the Agency's budgetary results and economic outturn of 2008. He was pleased to announce that budget implementation resulted in a very satisfactory 98% achievement rate by the end of the year.

The European Commission welcomed the fact that EASA is in good budgetary hands and reiterated that 98% achievement rate indicates an excellent performance. However, the Commission underlined that the amount of around 29,5 M€ revenue carried over from fees and charges since 2007 is too high, reiterating the strict rules to use this money in the future only for certification purposes and the necessity for a revised Fees & Charges Regulation. The use of "assigned" revenues should not go beyond the EU rules.

EASA explained that the results of the activities are best reflected by the economic outturn which amounts to a net surplus of about 12 M€. The amount of 29,5 M€ is mainly due to a lack of human resources with regard to certification tasks, leading to overtime work generating about 6,9 M€. The Executive Director pointed out that the global surplus of EASA only corresponds to one third of the Agency's revenue of the year. He reassured that immediate action was taken to recruit more staff in Certification, with the goal to reduce overtime work and to address the objectives on Continuing Airworthiness. The Certification Directorate has been asked to recruit additional 5-10 persons.

Considering the formal procedure to be followed in order to close the accounts, the Chairman noted that the formal observation from the Court of Auditors has to arrive before the Management Board can officially give its opinion. This means that the Board will have to explicitly agree the 2008 Accounts in a written procedure in advance of 1 July.

With the situation clarified, the Board adopted in principle the 2008 Annual accounts and decided to finalise the formal process by written procedure.



## **10. 2009 Amending Budget**

The Agency's acting Finance and Business Director introduced the 2009 amending Budget for adoption. It takes into consideration the savings which have been identified, especially in the area of standardisation and the need to restore, at least partially, the amount of appropriations initially forecasted in the areas of rulemaking studies, international cooperation, publication and communications, because the so called "Romero" facilities had not been included in the budget.

The Chair noted that there were relatively limited changes to the budget adopted in December 2008.

The Commission supported the increase of the budget for communications and rulemaking activities. At the same time no support was given to the increase of the international cooperation expenditure by 0,8 M€, considering that there was no clear justification provided by the Agency and International Cooperation is not the core business of the Agency.

Several delegations expressed their view that the Commission position on the allocation of additional resources to international cooperation activities was not understandable. The view was shared that international cooperation activities are of core importance for aviation safety. EASA should thus continue to play an important/ more active role in promoting knowledge on European aviation safety regulations to 3<sup>rd</sup> countries and continue to assist in defining and coordinating technical assistance programs abroad.

The Commission explained that the additional expenses foreseen for international cooperation activities were not mentioned in the Agency's work programme and are an addition to the budget allocated to technical cooperation, of which only 20% had been used so far this year by EASA. The Commission noted that further clarification will be needed with regard to the Agency's general role in international cooperation, which is expected for the MB 03/2009 meeting in September, before the final decision on the increase of the International Cooperation expenditure can be taken.

Considering the lengthy procedure regarding the Amending Budget, the Executive Director pointed out that a postponement of the decision on the Amending Budget 2009 to September will not allow the Agency to spend this money in 2009. Discussions with the Commission should be finished as soon as possible.



Taking into account the concerns raised by the Commission and the request to postpone the decisions until further clarification, the Chair proposed to provisionally adopt the 2009 Amending Budget and to sign the Decision on behalf of the Management Board following further discussion between the Agency and the Commission on the international cooperation activities.

The Management Board adopted the 2009 Amending Budget subject to resolution of the European Commission's concerns regarding the allocation of additional funds to international cooperation.

## **11. 2010 Work Programme**

The acting Finance and Business Services Director presented the detailed version of the 2010 Work Programme for information, explaining the changes and amendments made to the document since the MB 01/2009 meeting in February, in particular with regard to KPIs and objectives.

In discussion of the 2010 Work Programme, several comments were raised by the delegation inter alia on the following points

- clarification was needed on the starting date regarding the approval of TRTOs/FTOs and Aero medical Centres (AeMC) located outside the territory of the Member States;
- with regard to the KPIs concern was raised on the clarity and completeness, raising the point that some of them should reflect the level of service to industry;
- to review the references to the NPA and Opinion on environmental protection;
- to change the word 'partnership' into 'cooperation' on p.26
- to review the KPIs on p. 27 with regard to responses on major fatal accidents;
- to take out the establishment of two representative offices (ICAO and India).

The Commission requested alignment of the document with the expected timeframe for the entering into force of the IRs related to the 1<sup>st</sup> extension, considering that the 2010 assumption used in the Work Programme is not realistic. The Agency agreed to update the document accordingly, as soon as further clarification on the expected time schedule and the "transitional periods" for IRs is available.



In response to a question from a member who noticed that approvals of CAMO by EASA were no longer planned in 2009 (according to WP09), EASA reaffirmed that it was not the case and that it will take the necessary measures to approve CAMO in foreign countries in due time (before september 2009) as already written by the ED.

The Commission provided the Board members with an update on the ongoing discussion on the EU-US Agreement, mentioning in particular the issue of repair station inspections which is against the spirit and text of the Agreement and the idea to initiate consolidated action by the Commission and Member States to come up with reciprocal measures. The Commission suggested to including a high level remark on the repair station inspections in the 2010 Working Programme, at the same time bearing in mind that this might end up in an additional workload for EASA. It was agreed that only a quick reference should be included in the 2010 Work Programme. In addition to the Commissions comment EAB raised the issue of "Alcohol and Drug Testing" which from the industry's point of view seems to be equally illegal.

The Commission also disagreed with the proposal to post Agency staff abroad. This idea could only be considered after a careful evaluation of the present representations in Washington and Beijing.

In conclusion, the meeting agreed that the 2010 Work Programme will be further modified to incorporate the comments made during the discussion before being sent to the Commission for inter-services consultation.

## **12. Amendment of the Agency's Financial Regulation and its Implementing Rules**

The Chair introduced this agenda item, pointing out that the amendment of the Agency's Financial Regulation and Implementing Rules was already discussed at the MB 04/2008 meeting. He explained that reasons for a postponement mainly relate to the issue of assigned revenues.

The Agency's acting Finance and Business Services Director reported that following discussion between the Agency and the Commission, agreement was reached on the realignment of some Articles of the Regulation in order to take the proposed amendments on board. At the same time, the Agency and the Commission agreed that the concept of assigned revenues is not suitable for EASA as a long-lasting solution. A change to the Basic Regulation will be needed.



Against this background, the Draft MB Decisions on the amendment of the Financial Regulation (WP 10b) and the related Implementing Rules (WP 10e) were adopted.

### **13. Planning Cycle of the Agency**

**a)** The Agency's acting Finance and Business Services Director introduced the Agency's Draft Planning Cycle. He explained that the main target of the proposed planning cycle is to produce a consistent set of planning documents and that the Agency's Business Plan is considered as the basis for the rest of the planning documents. A detailed timetable for the preparation of the Agency's planning documents was presented.

The Board reacted positively to the planning cycle presented by the Agency. The Commission raised concern with regard to the submission date of 10 February for the PDB and DWP and asked whether it would be possible to receive the documents even before that date. EASA indicated that in principle this should be possible.

**b)** The Chair presented a working paper on the scrutiny of EASA's Budgetary and Planning Documents. He explained that concerns were raised at the MB 01/2009 meeting that the Management Board was being asked to consider and adopt planning documents without adequate opportunity to exercise effective scrutiny. Discussions were held with EASA on how to improve the scheduling and organisation of the necessary work that lead to concrete proposals on how to improve the scrutiny work.

In particular, the following recommendations were made to the Board:

- that the Budget Committee be re-named the Finance and Business Services Committee (FABS), in order to reflect the full range of the Committees oversight and to complete the coverage of groups below MB level (e.g. ENaCT, AGNA);
- that the invitation to all States to send representatives be renewed;
- that EAB be invited to send representatives;
- that the new Committee should draft terms of reference for approval by the Board.

The meeting fully supported the ideas presented and adopted the recommendations made. The Chair invited all States to send a representative to the meetings of the Committee, preferably someone with financial and/or business planning expertise.



c) The Chair presented the proposed MB Meeting Calendar 2010, highlighting that the date for the MB 02/2010 meeting in June has been moved forward to 01 June 2010 due to a clash with the 2010 EU/US Conference.

The proposed MB Meeting Calendar was adopted without further changes.

d) The acting Finance and Business Services Director introduced the basic assumptions on the EASA Business Plan 2010-2014 for review.

Questions were raised by MB members with regard to the additional amounts allocated to FTL and ATM financed by EU subsidy as well as the number of Temporary Agents foreseen as additional staff for these tasks. EASA explained that the figures provided were only a first estimation and thus provisional. France asked for further clarification whether these resources will be needed considering that the precise role of EASA with regard to FTL is not yet fully clear and suggested that EASA might inspect national schemes in individual case only. The view was shared that the BR does not foresee EASA approving national FTL schemes. The Commission expressed surprise by these figures, reiterating that the paper shall be considered of preliminary nature only and noting that the figures presented should be discussed further with the Commission.

Question was raised whether the budget is still based on activity. The Executive Director mentioned that with the introduction of SAP, all activities will be managed as projects, allowing for full tracking and control.

The Board generally agreed on the basic assumptions for the preparation of the Business Plan 2010-2014. However, it was noted that the issues of FTL and ATM requires further clarification.

#### **14. ISO 9001 project: Recommendations from audits**

The Head of EASA Internal Audit and Quality, introduced WP 12 outlining, the Agency's management and audit system (including internal and external audits), the strengths and opportunities for improvement as well as a summary of key recommendations from audits.

Members congratulated EASA for their approach to implement the ISO:9001 quality standard and the good set of processes in place. Considering the experience made with regard to the Art. 51 evaluation the Netherlands was proposed to also consider the customer satisfaction or specifically



stakeholders' satisfaction. The Agency mentioned that this customer satisfaction survey has already been started.

The Management Board had no further comments to make and endorsed the paper as such.

## **15. Safety Reports 2008**

**a)** The Head of EASA Safety Analysis and Research, introduced the Agency's Annual Safety Review 2008 that presents statistics on European and worldwide civil aviation safety.

The following elements of the report were highlighted:

- the dominant factor for fatal accidents in Commercial Air Transport is "loss of control in flight (LOC-I)" (p.14);
- the helicopter accident rate is getting higher (p.16);
- the dominant factor for fatal accidents in General Aviation is "loss of control in flight (LOC-I)" (p.22);
- a uniform classification system for accident categories will be available shortly.

Members generally appreciated the report. The Chair noted that the information contained therein could also be of high interest for the Safety Advisory Committee which was due to be set up. Concern was raised regarding the comparison between the rate of fatal accidents in the US and in Europe. Members shared the view that EASA should continue to publish such information, but be particularly careful regarding the presentation of such statistics, in particular when it is not transparent which kind of reference data and parameters were used.

**b)** The Head of EASA Safety Analysis and Research introduced the Annual Safety Recommendations Review 2008. The review presents on the one hand statistical data on the Final Safety Recommendations that Accident Investigation Boards have addressed to EASA in 2008 and on the other hand presenting the replies that EASA has given in 2008 to Safety Recommendations in order to make this information available to the public.

The following elements of the report were highlighted:

- the number of final safety recommendations per year is increasing year by year (p.6);



- over 25% of the Final Safety Recommendations made were not accepted by EASA (p. 9);
- 30 % of concluding actions were related to rulemaking activities (p.11).

Members expressed their compliments on the report. With regard to the recommendations, members underlined that the data needs to be published as soon as possible so that action can be taken as soon as possible. It was recommended to exchange views with NAAs to have a high level of coherence.

#### **16. AOB**

The Chair closed the session thanking all participants for a fruitful meeting.



**ANNEX 1: List of Attendance**

**Members**

	<b>MEMBER</b>	<b>ALTERNATE</b>	<b>EXPERT</b>
<b>AUSTRIA</b>	Karl Prachner		
<b>BELGIUM</b>	Frank Durinckx	Benoit Van Noten	
<b>BULGARIA</b>	Ludmil Manassiev	Eleonora Dobрева	
<b>CYPRUS</b>		Andreas Paspilades	
<b>CZECH REPUBLIC</b>		Vítězslav Hezký	Viktor Nath
<b>DENMARK</b>	Kurt Lykstoft Larsen	Per Veinberg	
<b>ESTONIA</b>			
<b>FINLAND</b>	Kim Salonen		
<b>FRANCE</b>	Maxime Coffin		Genevieve Eydaleine
<b>GERMANY</b>	Thilo Schmidt	Josef Schiller	
<b>GREECE</b>			Georgios Sourvanos
<b>HUNGARY</b>		Zoltan Keszthelyi	
<b>ICELAND*</b>	Pétur Maack		
<b>IRELAND</b>	Ethna Brogan		Brian Skehan Kevin Humphreys
<b>ITALY</b>	Salvatore Sciacchitano		Carmine Cifaldi
<b>LATVIA</b>			
<b>LIECHTENSTEIN*</b>		Henrik Caduff	
<b>LITHUANIA</b>			
<b>LUXEMBOURG</b>		Claude Wagener	
<b>MALTA</b>	Anthony Gatt		
<b>NETHERLANDS</b>	Ellen Bien	Jan-Dirk Steenbergen	
<b>NORWAY*</b>	Heine Richardson	Øyvind Ek	Karl Koeford
<b>POLAND</b>		Tomasz Kadziolka	Dariusz Gluszkiewicz
<b>PORTUGAL</b>		Anacleto Santos	

\* Members without voting rights



	MEMBER	ALTERNATE	EXPERT
<b>ROMANIA</b>			
<b>SLOVAK REPUBLIC</b>	Josef Bebiak		
<b>SLOVENIA</b>	Mikko Komac	Jozef Slana	
<b>SPAIN</b>		José M. Ramírez Ciriza	
<b>SWEDEN</b>	Lena Byström Möller		
<b>SWITZERLAND*</b>	Marcel Zuckschwerdt		
<b>UNITED KINGDOM</b>	Michael Smethers	Natasha Coates	Pat Ricketts
<b>EUROPEAN COMMISSION</b>	Zoltan Kazatsay		Alessandra Zampieri

**Observers**

	MEMBER	ALTERNATE	EXPERT
<b>EASA ADVISORY BOARD<sup>1</sup></b>	Vincent de Vroey	Claude Schmidt	Fiona McFadden Mick Sanders
<b>ALBANIA<sup>1</sup></b>			
<b>BOSNIA AND HERZOGOVINA<sup>1</sup></b>			
<b>CROATIA<sup>1</sup></b>		Mladen Stepanic	
<b>FORMER YUGOSLAV REPUBLIC OF MACEDONIA<sup>1</sup></b>			Zoran Angelovski
<b>MONTENEGRO<sup>1</sup></b>			
<b>SERBIA<sup>1</sup></b>			
<b>U.N. MISSION IN KOSOVO<sup>1</sup></b>			

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<sup>1</sup> Observers without voting rights



**ANNEX 2: Action List**

Action number	Description action	Action holder	Deadline
# 03/MB 0308	Amend & resubmit the proposed Procedure for the Selection of EASA Directors following submission to the Commission	EASA	Awaiting response from Commission
# 07/MB 0308	Article 51: Progress reports on the implementation of the recommendations	Article 51 Steering Committee - Rapporteur Maxime Coffin	MB 03/2009
# 02/MB 0408	Outsourcing	ENaCT	Pending advice from Commission Legal Service and outcome of Consultant Study
# 01/MB Special Meeting	Proposal on set-up of the Safety Advisory Committee incl. TORs, reporting chain, composition, etc.	EASA	MB 03/2009
# 01/MB 0209	Report on review of NPA processes, and of outcome of the EASA Committee meeting in July re guidance on "transition period"	EASA/Commission	MB 03/2009
#02/MB 0209	Roadmap and resourcing plan for preparation of ATM IRs	EASA	MB 04/2009
# 03/MB 0209	Proposal on new TORs for ENaCT working group	ENaCT	MB 03/2009
# 04/MB 0209	Written procedure to adopt 2008 Annual Accounts	EASA	By 01/07/09
# 05/MB 0209	Allocation of funds in 2010 to international work	EASA/Commission	MB 03/2009
# 06/MB 0209	Update of 2010 Work Programme reflecting comments made during the MB 02/2009 meeting and Commission Opinion	EASA	MB 03/2009
# 07/MB 0209	Proposal for ToRs for Finance and Business Services Ctee	FABs	MB 03/2009