

European Aviation Safety Agency

THE MANAGEMENT BOARD

- Having regard to Regulation (EC) N° 1592/2002¹ on common rules in the field of Civil aviation and establishing a European Aviation Safety Agency, and in particular to its article 48.5;
- Having regard to Regulation (EC/EURATOM) N° 234/2002² on the framework Financial Regulation for the bodies referred to in Article 185 of Council regulation (EC/EURATOM) N° 1605/2002 on the Financial regulation applicable to the general budget of the European Communities, and in particular to its Article 27;
- Considering the need to transmit the preliminary draft budget to the relevant services of the European Commission and, for information, to the European Parliament;
- Knowing that the 2005 draft budget will be submitted to the board for final adoption at its December 2004 meeting, taking into account the EU contribution to be decided by the European Parliament at its December plenary session.

Has decided to adopt the preliminary draft budget for the year 2005, together with the establishment plan, as set up in the document annexed.

Done at Brussels,

The Chairman Thilo Schmidt

¹ Official Journal L 240, 7.9.2002, p. 1.

² Official Journal L 357, 31.12.2002, p. 72.

EXPLANATORY NOTE FOR EUROPEAN AVIATION AGENCY'S BUDGET PROPOSAL 2005

This note gives an overview of the European Aviation Safety Agency's proposed Preliminary Draft Budget 2005 and highlights the evolution of the budget from the year 2003 up to the year 2005.

1. BACKGROUND

1.1 The mission of the European Aviation Safety Agency

The European Parliament and the Council of the European Union have adopted Regulation 1592/2002 (the Agency's 'Basic Regulation') on 15/07/2002, modified by (EC) Regulation 1643/2003 of 22/7/2003. This Community legal act does two things: firstly it sets out a number of common principles and requirements for civil aviation safety and environmental protection, and secondly it also sets up the European Aviation Safety Agency, which is to carry out certain functions as detailed in the regulation itself.

The objectives of the Agency are, amongst others,

- to ensure a high uniform level of aviation safety and environmental protection,
- to facilitate the free movement of goods, persons and services,
- to promote cost efficiency in the regulatory and certification processes,
- to assist the Member States in fulfilling their obligations under the Chicago Convention,
- to promote Community views regarding civil aviation safety standards.

The concept 'aviation safety' comprises airworthiness standards for all types of aircraft, as well as common safety standards for organisations and people which are responsible for aircraft design manufacture and maintenance. It should be noted that the Agency's role would be extended in the near future to issues related to air operations and flight crew licensing, in accordance with the wishes of the Council of the European Union and the European Parliament.

The objective of the Basic Regulation was to build on the achievements of Member States' co-operation in the Joint Aviation Authorities (JAA) to create a truly integrated system for the regulation of civil aviation safety and environmental protection. European Aviation Safety Agency's tasks are:

- to assist the European Commission in its legislative and international representation tasks;
- to implement Community law where centralised certification is more efficient than individual action by Member States; and
- to monitor Member States' implementation of Community law where they themselves execute certification tasks.

1.2 Activities and key milestones in 2003³

The year 2003 was characterised by significant challenges in establishing the Agency whilst respecting the 28 September deadline for its establishment as set out in the Basic Regulation. The appointment of the Executive Director was delayed from early 2003 to September 1st of the same year. In the meantime, the Management Board and the Commission did their best to facilitate the necessary tasks in the absence of the Executive Director. In particular, the European Commission provided office space and recruited a small number of auxiliary staff to work on the setting up of the Agency. This meant, however, that the Agency had no technical staff in place even though the necessary rules for the Agency to start operating properly (the ‘implementing rules’) needed to be elaborated and the Agency would be responsible itself for certain certification tasks from 28 September. The Agency has therefore had recourse to external expertise in the shape of staff resources of the national aviation authorities and, in particular, to the Joint Aviation Authorities (JAA).

Regulatory framework

The start of the Agency’s work required a number of legal texts to be adopted by the Commission, which would, with the Basic Regulation, complete the regulatory framework for the Agency’s operations. Therefore the first staff recruited by the European Commission mentioned above were fully occupied with the preparatory work for the issue of the opinion of the Executive Director on these implementing rules, including following-up the associated consultation process and preparing the relevant certification specifications and guidance material. That included in particular the preparation and adoption by the Management Board of the decision on the rule making procedures, which describes the process to be followed by the Agency to issue such regulatory material.

The necessary regulatory text on certification was adopted by the Commission in order to allow the Agency to make a start on its core tasks, which are by their nature the most urgent. The regulation 1702/2003 laying down implementing rules for the airworthiness and environmental certification of aircraft and related products, parts and appliances, as well as for the certification of design and production organisations was published in the Official Journal of the European Union on 27 September 2003. Regulation 2042/2002 on the continuing airworthiness of aircraft and aeronautical products, parts and appliances and on the approval of organisations and personnel involved in these tasks was published on 28 November.

The revision of the entire set of certification specifications and guidance material, (lower level regulatory requirements) was also carried out during the first months of the Agency’s existence, for complete revision and adoption in 2003.

It is therefore possible to say that in 2003 the Agency supervised and actively participated in the completion and revision of its entire aeronautical regulatory environment, paving the way for its ongoing operational activities.

³ See the annual activity report for more details

The establishment of the Board of Appeal

The establishment of a Board of Appeal was considered as a high priority with regard to the completion of the regulatory framework of the Agency. Article 35 of the Basic Regulation provides for setting up such a Board on the basis of a proposal of the Commission.

The Management Board provided an opinion on the proposal of the Commission during its November 2003 meeting.

The Board of Appeal will consist of two technically qualified members and one legally qualified member who will be the Chairperson. The Executive Director shall attach a Registry to the Board of Appeal.

The EASA Committee met on 15 December 2003 and unanimously delivered its positive opinion on the establishment of this Board of Appeal. On 22 January 2004, the Commission adopted a Commission Regulation laying down rules on the organisation and composition of the Board of Appeal of the European Aviation Safety Agency.

Certification activities

The certification procedures relate to the handling of applications received within the Agency for the certification of products and organisations. A draft text had been elaborated within the Agency and was then submitted for comment to the Advisory Board of Interested Parties (ABIP). The text was consequently amended in order to take into account the applicable comments and was submitted to the Management Board during its last 2003 meeting. The Management Board in its February 2004 meeting gave the final approval.

In order to guarantee a smooth transition, the Management Board, in one of its earlier decisions invited the Executive Director to urgently mandate National Aviation Authorities to continue with their current activities on behalf of the Agency so as to avoid any disruption in day-to-day activities. That was done by sending a letter to each NAA indicating precisely which activities they were requested to execute on behalf of the Agency. That allowed a smooth transition pending the time the Agency could actually fully implement the above-mentioned decision and conclude the necessary outsourcing contract or hire its own specialised staff.

Approvals issued in 2003⁴:

Type of document approved / %	Number of approvals issued	%
Type Certificate	4	0,15
Major Modifications	272	12,73
Supplemental Type Certificates	97	4,5
Other Modifications	1606	75,2
Airworthiness Directives	90	4,2
European Technical Standard Orders	33	1,52
Design Organisation Approvals	4	0,2
Engineering Orders	17	0,81
Alternative Measures of Compliance	9	0,4
Total	2135	

Table 1.Approvals issued in 2003

Administration

The Agency's financial system, comprising regulatory material and procedures, was entirely set up and was operational as from October 1st. This included the adoption of its own financial regulation (based on the Commission Regulation on the decentralised bodies' Framework Financial Regulation), the nomination of its accounting officer and procurement of the necessary accounting tools.

With regard to other administrative issues, the Management Board decided on the organisational structure of the Agency. In addition, the following policy outlines were agreed to following their presentation by the secretariat during 2003:

- staffing policy
- recruitment policy

⁴ Other modifications include: minor modifications and repairs, airplane flight manual revisions, minor deviations, minor design changes.

2. EVOLUTION OF THE AGENCY'S BUDGET 2003- 2005

The evolution of the budget of an agency in the start-up phase, like the European Aviation Safety Agency budget 2003-2005, does not follow the normal pattern of an established institution or body, which makes the comparability and assessment of the annual changes difficult.

Year	Community Subsidy title1	Actual change %	Fees and Charges	Actual change %	Other income	Actual change %	Total Revenue	Actual change %
2003	4.750	-	-	-	-	-	4.750	-
2004	11.050	+132.6	5.200	-	990	-	17.240	+263
2005	18.930	+ 71.3	39.570	+ 661	1.245	+25.8	59.745	+ 246.6

Table 2. Evolution of the projected revenue in 2003-2005 ('000 €)

Year	Staff authorised ⁵	Actual budget change %	Budget Title 1	Actual budget change %	Budget Title 2	Actual budget change %	Budget title 3	Actual budget change %	Total budget	Actual budget change %
2003	80	-	1.008	-	895	-	2.847	-	4.750	-
2004	95	+18.8	9.123	+805	2.150	+140.2	5.967	+109.6	17.240	263
2005	200	+110.5	18.390	+101.6	2.150	+0	39.205	+ 557	59.745	246.6

Table 3. Evolution of the expenditure 2003-2005 ('000 €)

The budget evolution in the above tables reflects the projected progressive increase in the required staffing levels and, consequently, the growing volume of activities. The activities are performed increasingly by own staff but a considerable part of the tasks still need to be outsourced in 2004 and 2005 to the Central office of the JAA, the National Aviation Authorities or other Qualified Entities.

At the same time, the increase in the staffing levels also reflects the agency's support to preparation of new regulations that would widen its mandate.

3. OUTLINE OF THE WORK PROGRAMME 2005

Certification

Whereas 2004 is to be a year in which the Agency establishes for the first time its ongoing working arrangements with national authorities, 2005 will be year for the bedding down of these mechanisms in preparation of their gradual take-over by the agency in future years.

⁵ The year 2005 figure of 200 Temporary Agents is the EASA proposal to the Budget Authority.

The agency will focus on ensuring that its outsourcing contracts with NAAs are operating satisfactorily and therefore will apply sufficient monitoring procedures and other working methods to ensure this. An ongoing task will be the integration of expertise from the agency (in the form of its own staff) and that of national authorities.

Further it follows from the above said, that the Certification Directorate will:

- focus on product and Organisation Certification, including the Continued Airworthiness activities;
- have a significant increase in its workload from setting up the “Occurrence Reporting System”;
- finalise the development of its set of procedures.

Quality and Standardisation

Due to delays in the arrival of the agency’s Director for Quality and Standardisation, the preparatory work for the start up related tasks and activities will have been delayed. Nevertheless it is likely that during 2004 activities will focus on the following:

- ISO9001 accreditation
It is the agency’s declared objective to secure accreditation for its operations and this activity will be one of the key tasks of the Q&S Directorate for 2005
- Implementation of programme of standardisation inspections of Member States
The Directorate will need to work quickly to set up an ongoing standardisation system in compliance with the guidelines adopted by the Commission in 2004. Such standardisation inspections are foreseen in article 45 of the Basic Regulation.

Rulemaking

Work shall proceed on the basis of the 2005 rulemaking programme adopted in accordance with the rule making process.

Preparatory work for the following years will be executed on the basis of the 2006-2008 advance planning.

Administration

The recruitment of further one hundred staff members during 2004 will be a major challenge for the whole organisation. The office premises need to be expanded and the appropriate ICT infrastructure expanded and further developed.

As Another major challenge will be to consolidate the Agency’s workflow and content management system in order to ensure the maximal internal efficiency in the operational activities. The CMS will also aim to ensure high standards of quality of procedures, and to allow easy access to the decisions and guidance material of the

Agency to all interested parties and the public, in accordance to the Community regulations concerning access to documents.

As regards internal and other financial management aspects, the agency will have set in place in 2004 its internal control standards and mechanisms and aims at strengthening them by recruiting in 2005 an internal auditor in the Executive Director's office.

As an integral part of the quality management system the management of human resources will be based on annual, individual objective setting and performance assessment.

In addition to the semi-annual and annual activity reports given to the Commission and the Management Board, the Agency will have its internal monthly financial and personnel reporting in place in 2004. The Management Board will be given an analytical financial report quarterly.

PRELIMINARY DRAFT BUDGET 2005

The preliminary draft budget 2005 has been established on the assumption that establishment of the Agency's targeted operating capacity should not be significantly affected from the uncertainty vis-à-vis the adoption of the Regulation on fees and charges. Furthermore, it has been assumed that the EC subvention in 2005 would be circumscribed so as to facilitate rapid fulfilment of the expansion of resources needed for European Aviation Safety Agency functional sustainability.

As a result of these assumptions, the preliminary draft 2005 budget of the Agency can be summarised as follows:

1. REVENUE

<i>In euros</i>	<i>2003</i>	<i>2004</i>	<i>2005</i>	<i>Difference</i>
	<i>(1)</i>	<i>(2)</i>	<i>(3)</i>	<i>(2)/(3)</i>
<i>Fees collected</i>	0	5.200.000	39.570.000	660,96%
<i>EC contribution</i>	4.750.000	11.050.000	18.930.000	71.31%
<i>Third countries contribution</i>	0	824.000	945.000	14.68%
<i>EASA admin. Operations</i>	0	166.000	300.000	80.72%
<i>Total</i>	4.750.000	17.240.000	59.745.000	246.57%

Title 1 (fees collected):

The 2005 preliminary draft budget is based on the assumption of having in place a regulation on fees and charges. Such revenue is expected to be generated by the "certification activities". Under the title 3, the expenditure arising from the certification tasks and the related share of administrative costs are expected to be covered from this income. The share of the rulemaking and quality and standardisation tasks, as described in the basic regulation, is expected to be covered by the Community Subsidy. Due to the uncertainty of the existence of such a regulation on fees and charges, and the level of the income in 2005, this draft budget proposes coverage of all the staff costs and a part of the running administrative costs from the Community subsidy, in order not to endanger the continued development of the Agency. In this context it is important to note that the Agency's financial regulation does not allow retention of a reserve and, therefore, all eventual budgetary surplus will be returned to the Community budget.

Title 2 (European Community Contribution): Article 53.4 of the founding Regulation outlines the Community subvention as the contribution necessary for coverage of establishment costs towards the Agency's autonomy. It is therefore implicit that pending adequate levels of fees and charges for full coverage of the costs for the services delivered by the Agency, the requested subvention of 18.9 M € will contribute towards ensuring the required staffing levels for its growing operations.

Title 3 (Third countries contribution): Discussions on the conditions for association of third countries in accordance with article 55 of The European Aviation Safety Agency Regulation are still on going. Accordingly, either a contribution in proportion of the gross national product or a formula based on a flat rate of 0,2% plus a contribution in proportion to the state contribution to the ICAO budget. In either case the contribution of these countries would globally be about 7% out of the total necessary subsidy (at present, the non "EU 25" countries contribute for more than 10% to the JAA budget). That percentage has been taken to evaluate their share of the 2005 preliminary draft budget.

Title 5 (Administrative operations of the Agency): Further to the need to tailor the allocation of resources according to the core activity of the Agency, those attributed to the sale of information and services are not expected to generate more than 0,3 M € in 2005. This source of income is likely to be developed after the end of the Agency's transitional phase in 2008.

2. EXPENDITURE

<i>In euros</i>	<i>2003</i>	<i>2004</i>	<i>2005</i>	<i>Difference</i>
	<i>(1)</i>	<i>(2)</i>	<i>(3)</i>	<i>(2)/(3)</i>
<i><u>Title 1</u></i> <i>Staff Credits</i>	1.007.600	9.123.000	18.390.000	101,58%
<i><u>Title 2</u></i> <i>Administrative Credits</i>	895.000	2.150.000	2.150.000	0,00%
<i><u>Title 3</u></i> <i>Operational Credits</i>	2.847.400	5.967.000	39.205.000	657.03%
<i>Total</i>	4.750.000	17.240.000	59.745.000	346,55%

Title 1 (staff related costs): As detailed in the appended draft establishment table, it is estimated that human resources need to double from 2004 to 2005. While a staff increase of a 100% is feasible, it does represent an ambitious goal and constitutes a

definite limit in terms of administrative and cultural absorption capacity. Notwithstanding, attainment of the stated objective is key if the transition to the Community objective as outlined in (EC) Regulation No 1592/2002 is to be seamless and if the Agency is to discharge the responsibilities incumbent on it, without any negative impact on certification schedules, by the end of 2007. The figure of 18,4 M € is based on the assumption that internalisation of activities outsourced to NAAs and qualified entities should be a priority.

Title 2 (administrative expenditure): Pending the outcome of the on-going negotiations with the German Federal Government and the Cologne city authorities concerning the rental of office space, it has been assumed that the office rental would be subsidised by the German authorities. Therefore, only the associated utility costs (insurance, water, gas, electricity, cleaning, security etc.) would be charged to the Agency's budget.

Continuing setting up the ICT infrastructure, for 105 new employees and a number of external support staff, will be a major challenge and accordingly represents the highest single budget line of title 2, at 1 050 000 €. The high mobility of the operational staff sets high requirements for the IT architecture that has to support efficiently mobile computing. Other office furniture and equipment are estimated to require 350 000 €.

Title 3 (Operational expenditure): This appropriation covers the reimbursement by the Agency of the costs of the certification activities executed by NAAs and qualified entities on its behalf. The appropriations for the certification activities of 34 million Euro represent 87% of title 3 appropriations.

Title 3 also covers research activities, as the second biggest single budget line (2 million Euro). Further horizontal activities include:

- development of databases and other applications specific to the business of Agency (400 000 €),
- the information and publication activities (300 000 €), including the publication of the Agency's technical specifications,
- organisation of seminars and conferences (400 000 €),
- the translation expenses (800 000 €) and
- the mission expenses linked to operational tasks (700 000 €).

Annexes:

I - Preliminary draft establishment plan for 2005

II – European Aviation Safety Agency Preliminary 2005 draft budget

III – Detailed breakdown of administrative expenditures

ANNEX I

Preliminary draft establishment plan for 2005

Perm. = Permanent posts ⁶

Temp. = Temporary Agent posts (2a in the staff regulation)

Category and grade	STATUTORY STAFF ⁷					
	2004				2005	
	Foreseen 31/12/2004		Authorised 2004		Requested	
	Perm.	Temp.	Perm.	Temp.	Perm.	Temp.
A1	-	-	-	-	-	-
A2	-	5	-	5	-	5
A3	-	10	-	10	-	10
A4	-	18	-	18	-	20
A5	-	19	-	19	-	35
A6	-	12	-	12	-	35
A7	-	6	-	6	-	40
A8	-	-	-	-	-	-
<i>Total grade A</i>	-	70	-	70	-	145
B1	-	-	-	-	-	-
B2	-	-	-	-	-	-
B3	-	4	-	4	-	8
B4	-	2	-	2	-	8
B5	-	4	-	4	-	9
<i>Total grade B</i>	-	10	-	10	-	25
C1	-	1	-	1	-	-
C2	-	1	-	1	-	-
C3	-	5	-	5	-	8
C4	-	5	-	5	-	10
C5	-	3	-	3	-	12
<i>Total grade C</i>	-	15	--	15	--	30
D1	-	-	-	-	-	-
D2	-	-	-	-	-	-
D3	-	-	-	-	-	-
D4	-	-	-	-	-	-
<i>Total grade D</i>	-	-	-	-	-	-
ALL TOTAL	-	95	-	95	-	200

⁶ No permanent posts requested for 2005

⁷ Auxiliary staff and detached national experts do not appear in the establishment plan. For 2005, the Agency foresees also the following need for 15 Auxiliary Agents and 20 END.

ANNEX II

European Aviation Safety Agency Preliminary 2005 draft budget

REVENUE, in €

TITLE 1	REVENUE FROM SERVICES RENDERED	2003	2004	2005	Difference %	Comments
1.0	Fees collected	0	5.200.000	39.570.000	660,96%	Contribution to the cost of Certification tasks
TITLE 2	EUROPEAN COMMUNITY CONTRIBUTION	2003	2004	2005	Difference %	Comments
2.0	EC contribution	4.750.000	11.050.000	18.930.000	71,31%	Balancing subsidy
TITLE 3	THIRD COUNTRIES CONTRIBUTION	2003	2004	2005	Difference %	Comments
3.0	Third countries contribution	0	824.000	945.000	14,68%	Equivalent to 6,9% of the total subsidy needed
TITLE 5	ADMINISTRATIVE OPERATIONS OF EASA	2003	2004	2005	Difference %	Comments
5.20	Bank interest	0	66.000	196.000	196,97%	Equivalent to 1,27% of the fees collected
5.22	Sale of publications	0	100.000	104.000	4,00%	
GRAND TOTAL		4.750.000	17.240.000	59.745.000	246,55%	

European Aviation Safety Agency
Preliminary 2005 draft budget

ANNEX II

EXPENDITURES, in €

TITLE 1	STAFF	2003	2004	2005	Difference %	Comments
1.1	Staff	876.500	6.506.000	14.000.000	115,85%	Staff 2004 (i.e. 95 temporary agents + 10 SNE) + 5 SNE + 105 TA + a 2% indexation.
1.2	Exp. Related to recruitment	78.000	2.300.000	3.800.000	65,22%	Recruitment costs (intensive use of web site and establishment of head quarters will diminish costs)
1.3	Administrative missions & duty travel	34.000	100.000	160.000	60,00%	Non-operational missions.
1.4	Socio-medical infrastructure & training	15.350	203.000	400.000	97,04%	Restaurants, canteens, medical service, staff training. (for all staff during the whole year)
1.7	Reception and entertainment	3.750	14.000	30.000	114,29%	Base 2004 x 2,15 (for all staff during the whole year)
TOTAL TITLE 1		1.007.600	9.123.000	18.390.000	101,58%	Number of staff increases by 100% in 2004 but there are more man months following full administrative capacity

TITLE 2	ADMIN. EXPENSIS	2003	2004	2005	Difference %	Comments
2.0	Rental of building & associated costs	122.398	200.000	550.000	175%	35 sqm x 200 x 250 €+ associated costs (related host agreement conditions still pending)
2.1	Data processing exp. & assoc. costs	547.602	1.050.000	750.000	-28,57%	Support services, acquisition of soft and hardware, access to databases
2.2	Movable property & assoc. costs	70.000	450.000	375.000	-16,67%	Furniture, fixtures, office machinery, networks, equipment
2.3	Current administrative expenditure	120.000	300.000	300.000	0,00%	Stationary, office supplies and provision for claims against the Agency lodged to the Board of Appeal
2.4	Postal charges & telecommunications	25.000	150.000	175.000	16,67%	Postage on correspondence and delivery charges, telephones, fax, etc...
2.5	Meeting expenses	10.000	-	-	0,00%	Expert meetings will be financed from a single budget item under title (i.e. 3.4)
TOTAL TITLE 2		895.000	2.150.000	2.150.000	0,00%	Title 2 decreases by +/- 14%, as acquisition of equipment only complements earlier purchases

				82,21%	
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TOTAL TITLE 1&2		1.902.600	11.273.000	20.540.000		
TITLE 3	OPERATIONAL EXP.	2003	2004	2005	Difference %	Comments
3.0	Certification Activities	2.310.000	3.017.000	34.105.000	1030,43%	Cost of the certification activities reimbursed to the NAAs
3.1	Maintenance Activities	-	200.000	500.000	150,00%	Cost of the maintenance related activities
3.2	Development of databases	-	900.000	400.000	-55,56%	Setting up of DBs to compile data on aviation safety, creation of secured IT structure & specific applications
3.3	Information and publications	300.000	250.000	300.000	20,00%	General report, information and technical dossiers in paper and electronic format, Agency's journal
3.4	Meeting Expenses	37.400	100.000	400.000	300,00%	Expert meetings, seminars and conferences
3.5	Translation Expenses	200.000	750.000	800.000	6,67%	Estimation of 10.000 pages at 80 €/per page
3.6	Research and Studies	-	450.000	2.000.000	122,21%	Preparation of draft rules and regulatory impact assessments.
3.7	Mission Expenses	-	300.000	700.000	133,32%	Missions linked to certification, inspection and operational tasks
TOTAL TITLE 3		2.847.400	5.967.000	39.205.000	557,03%	2005 is second year of full activity
GRAND TOTAL		4.750.000	17.240.000	59.745.000	246,55%	

EASA PRLIMINARY DRAFT BUDGET FOR 2004-01-23 COMMITMENTS & PAYMENTS

NB: Article 31 of the new financial Regulation (Reg 2342/2002) foresees that the budget shall show, in the statement of expenditure, the commitment and payment appropriations.

	COMMITMENTS		
	2003	2004	2005
REVENUE			
1.0		5,200,000	39,570,000
2.0	4,750,000	11,050,000	18,930,000
3.0		824,000	945,000
5.2		166,000	300,000
GRAND TOTAL	4,750,000	17,240,000	59,745,000

PAYMENTS		
2003	2004	2005
	5,200,000	39,570,000
3,725,000	11,210,000	18,930,000
	935,000	945,000
	166,000	300,000
3,725,000	17,511,000	59,745,000

EXPENDITURE			
TITLE 1			
1.1	876,500	6,506,000	14,000,000
1.2	78,000	2,300,000	3,800,000
1.3	34,000	100,000	160,000
1.4	15,350	203,000	400,000
1.7	3,750	14,000	30,000
<i>Total title 1</i>	<i>1,007,600</i>	<i>9,123,000</i>	<i>18,390,000</i>
TITLE 2			
2.0	122,398	200,000	550,000
2.1	547,602	1,050,000	750,000
2.2	70,000	450,000	375,000
2.3	120,000	300,000	300,000
2.4	25,000	150,000	175,000
2.5	10,000	-	-
<i>Total title 2</i>	<i>895,000</i>	<i>2,150,000</i>	<i>2,150,000</i>
TOTAL TITLE 1&2	1,902,600	11,273,000	20,540,000
TITLE 3			
3.0	2,310,000	3,017,000	34,105,000
3.1		200,000	500,000
3.2		900,000	400,000
3.3	300,000	250,000	300,000
3.4	37,400	100,000	400,000
3.5	200,000	750,000	800,000
3.6		450,000	2,000,000
3.7		300,000	700,000
<i>Total title 3</i>	<i>2,847,400</i>	<i>5,967,000</i>	<i>39,205,000</i>
GRAND TOTAL	4,750,000	17,240,000	59,745,000

876,500	6,506,000	14,000,000
78,000	2,300,000	3,800,000
34,000	100,000	160,000
15,350	203,000	400,000
3,750	14,000	30,000
<i>1,007,600</i>	<i>9,123,000</i>	<i>18,390,000</i>
122,398	200,000	550,000
547,602	1,050,000	750,000
70,000	450,000	375,000
120,000	300,000	300,000
25,000	150,000	175,000
10,000	-	-
<i>895,000</i>	<i>2,150,000</i>	<i>2,150,000</i>
1,902,600	11,273,000	20,540,000
	3,766,049	31,517,000
	150,000	450,000
	750,000	450,000
	420,000	250,000
	100,000	300,000
197,035	750,000	800,000
	150,000	1,300,000
	300,000	700,000
<i>197,035</i>	<i>6,386,049</i>	<i>35,767,000</i>
2,099,635	17,659,049	56,307,000