

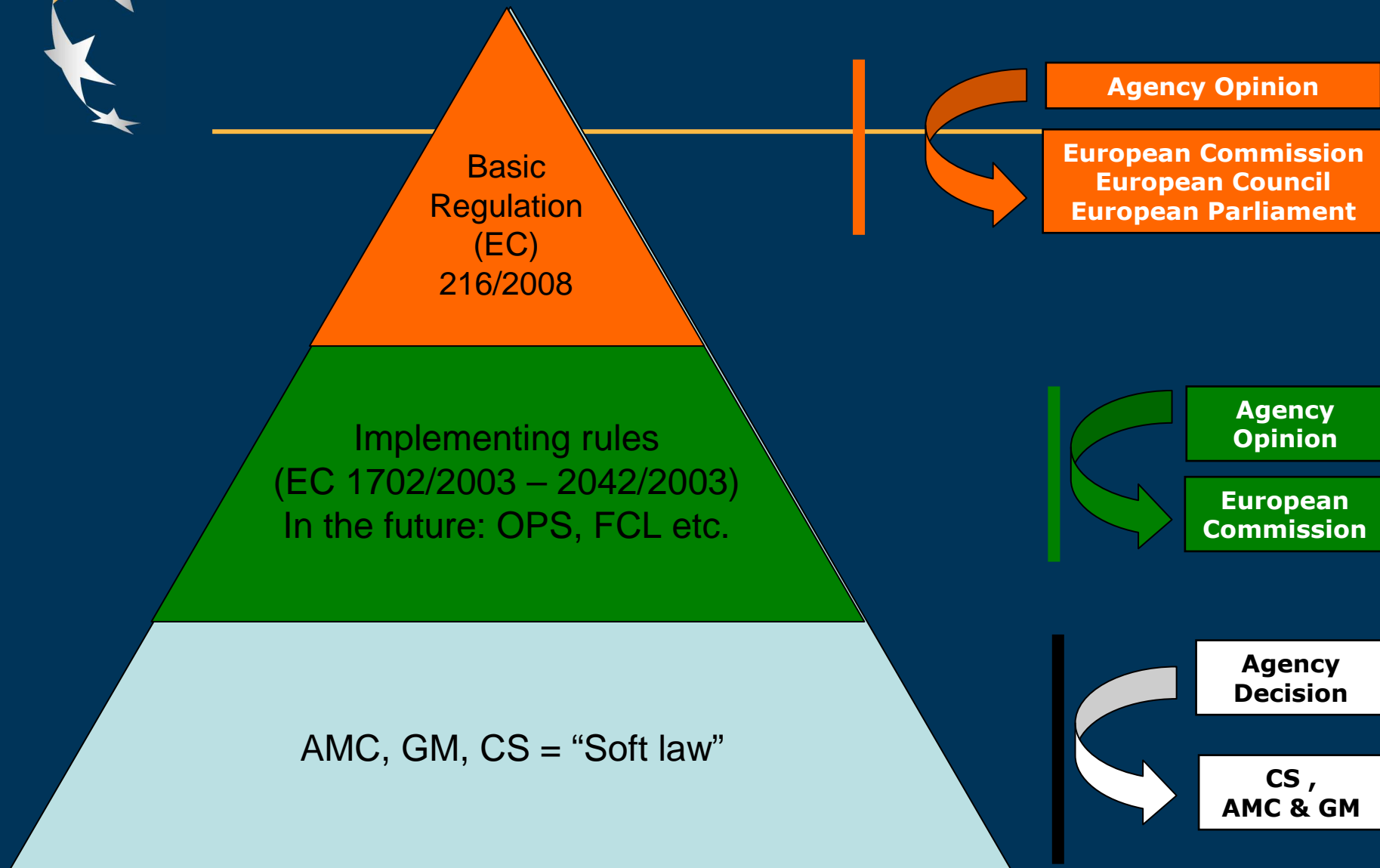


The EUROPEAN AVIATION SAFETY AGENCY

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International Technical Cooperation



European Aviation Safety Agency





The EASA system

- Rulemaking is better done in a centralised manner
- Implementation of the rules is better done at the state's level (e.g. oversight, issuance of certificates)
- Standardization is done by EASA to ensure uniform implementation of the rules
- But even implementation is sometimes better done in a centralised manner.



European Aviation Safety Agency

Regulatory framework: division of competences

The Commission:

- adopts implementing rules (Commission Regulations 1702/2003 and 2042/2003)
- oversees the implementation of common rules by NAAs, including use of safeguard provisions (art. 14 of EASA Regulation)
- negotiates international agreements



European Aviation Safety Agency

Regulatory framework: division of competences

The Agency:

- Develops opinions for common rules (Basic Regulation and implementing rules)
- Delivers certificates and approvals in a limited number of cases, as provided for in the Basic Regulation
- Adopts material for the application of common rules (certification specifications, airworthiness codes, acceptable means of compliance and guidance material)
- Acts as focal point vis-à-vis third countries and international organisations for the harmonisation of rules and the recognition / validation of certificates



European Aviation Safety Agency

Regulatory framework: division of competences

Member States National Aviation Authorities:

- provide expertise as appropriate for rulemaking tasks;
- develop national administrative rules for the implementation and enforcement of common rules (administrative procedures);
- may take action on a case by case basis if so required to ensure safety or appropriate operational flexibility (safeguards).



European Aviation Safety Agency

Regulatory framework: division of competences

- Member States may no more:
 - ✧ Deviate from common rules
 - ✧ Impose additional requirements
 - ✧ Issue Certificates in fields where EASA is competent
 - ✧ Conclude arrangements with third countries



The EASA system

- The Agency's initial mandate covered initial and continuing airworthiness
- The first extension of EASA remit added **air operations, pilot licensing** and **foreign organisations/operators**.
- The next extension of EASA remit should cover **airport** and **ATM** safety.



Regulatory framework: present division of executive powers

	TC STC ETSOA	DOA	POA	CofA/ Noise Cert.	CAMO A	MOA	MTOA	AML
EASA country	EASA	EASA	MS¹	MS	MS	MS	MS	MS
Non- EASA country	EASA	EASA	EASA	n/a	EASA	EASA	EASA	MS²

1) EASA, when requested by a MS

2) The MS receiving the application

Note: this table does not include the extension of scope



European Aviation Safety Agency

EASA

A few words about the Agency



European Aviation Safety Agency

The Agency

- **European Community (EC) Agency**
- **Legal personality**
- **Independent in relation to technical matters**
- **Legal, administrative and financial autonomy.**

- **Vision:**
 - ✦ **EU citizens should benefit from the safest and the most environmentally friendly civil aviation system in the world.**
- **Mission:**
 - ✦ **Our mission is to promote the highest common standards of civil aviation safety and environmental protection in Europe and worldwide.**



Operational since 28 September 2003
HQ in Cologne since 1st November 2004





The Agency

- The Agency's budget is fed by:
 - ✧ a Community (+ associated States) contribution,
 - ✧ fees for certification tasks and
 - ✧ charges for other services provided.
- The revenues from fees shall cover all certification costs.
- The budget shall be balanced.
- The fees and charges are specified by a Commission regulation.
- EASA current staffing level: more than 400 persons. Expected by end of 2009: approximately 500 persons.



Overview on some EASA key functions

- Rulemaking
- Certification
- Standardisation
- Approvals
- SAFA Programme
- Safety Initiatives



Thank you for your attention!

Any question ?

