

# **EASA Industry Meeting**



## **Certification Activities**

## **Outsourcing Policy**

→ **Brussels, 26 April 2004**



# Main objective and mission

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## → Our main objective

- ✦ To establish and maintain a high uniform level of civil aviation safety in Europe (for passengers, crews, and third parties)

## → Our mission

- ✦ Certification (airworthiness and environmental protection) of aeronautical products, design, production and maintenance organisations



# Milestones

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- **15/07/2002: Agency's creation**  
(Regulation (EC) 1592/2002)
- **26/09/2003: Executive Director authorises NAAs to continue certification activities**
- **28/09/2003: Agency responsible for certification of aircraft, engines, parts and appliances** (Regulation (EC)1702/2003 )
- **03/10/2003: Executive Director distributes tasks to NAAs**
- **28/11/2003: Agency responsible for continuing airworthiness** (Regulation (EC) 2042/2003)



European Aviation Safety Agency

# Legal and international context

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- **EASA is built on a strong legal basis which provides certainty to stakeholders**
- **EASA is the European interlocutor in aviation safety**



# Work sharing context

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- ➔ **Management Board has defined Agency guidelines for allocation of tasks to NAAs and qualified entities (with Commission approval)**
- ➔ **Arrangements with NAAs are covered by individual EASA/NAAs service contracts (signed or to be signed)**



# Our commitment to industry

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- ➔ **To avoid or minimise any disruption to ongoing activities**



# How we work today

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- **Certificates and approvals are signed by the Agency**
- **Certification experts are joining the Agency, and arrangements are developed to use external resources (NAAs) as necessary**



# How we work today

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- **Temporary service contract with CJAA signed on December 2003**
- **Temporary outsourcing contracts are signed with LFV (Sweden), LBA (Germany)**
- **Temporary outsourcing contracts with other NAAs about to be signed**



# How we are going to work

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## → In the forthcoming months and years

- ✧ Certification Directorate takes over the tasks internally in parallel with its staff growth
  - The challenge: the necessary integration of NAA resources, and the definition of “in-house” working methods and procedures
- ✧ Contracts are phased out accordingly



# The need for outsourcing

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- **NAAAs currently have most of the certification expertise**
- **However, EASA is legally responsible for certification tasks under Regulation 1592/2002**
- **And EASA needs time to build up its in-house technical expertise and procedures**
- **Therefore outsourcing contracts are the basis for a smooth transition of activities**



# Objectives of outsourcing

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- ➔ **Ensure a smooth transition**
- ➔ **No negative impact on current or future certification activities**
- ➔ **Ensure uniform application of common rules**
- ➔ **Safeguarding of European certification expertise**



# Work sharing

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## → How do we share work in daily activities?

- ✧ Technical activities allocated by EASA to NAAs Responsible Parties as per the 3 October 2003 ED letter defining distribution of tasks to RPs
- ✧ Regular meetings with NAAs to ensure:
  - that activities are performed as per the Agency expectations, in a timely manner, and
  - to introduce flexibility as necessary in the allocation of tasks



# Mechanisms: NAA contracts

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## → Contracts with NAAs (1)

- \* One standard contract model for all NAAs
- \* Defines how NAA services are to be provided
- \* Annexes define:
  - Lists of experts available for EASA certification and standardisation tasks
  - The products and organisations for which NAA executes certification tasks (including third countries) for EASA



# Mechanisms: standardisation

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## → Contracts with NAAs (2)

- ✧ Until the Agency Quality and Standardisation Directorate is operational:
  - The Agency relies on those NAAs who have been subject of a JAA standardisation process (e.g. Primary Certification Authority)
  
- ✧ When the Agency Quality and Standardisation Directorate will be operational:
  - A standardisation activity and an “accreditation system” will be put gradually in place.



# Mechanisms: charging

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## → Contracts with NAAs (3)

### \* Charging systems:

- **Double charging to industry to be avoided at all costs**
- **National charging systems remain applicable until Commission Regulation on fees and charges is in force:**
  - No payment by EASA for NAAs' services for the time being
- **Financial arrangements to be incorporated into contracts later on**



# Conclusion

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## \* **Today:**

- tasks allocated by EASA to NAAs RP
- Contracts in final process of development
- National charging systems still apply

## \* **Contracts signed:**

- With CJAA: 12/2003
- With Swedish and German NAAs: 03/2004
- Remaining NAAs: will be signed shortly



# Conclusion

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## \* Tomorrow:

- **Upon entry into force of EASA charging system contracts with NAAs will be amended accordingly**
- **A single EASA charging system will apply for those activities for which it is competent**

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