

Questions ED	
<u>Working arrangements</u>	
<p>1. <u>Status of EASA contractual arrangements with NAAs and JAA</u>: an update on this issue e.g. the exact position of NAAs in the new system</p>	<p>JAA:</p> <ul style="list-style-type: none"> ▪ Contract with JAA signed 2 December 2003, allowing EASA to draw on technical expertise available at JAA. Covers co-ordination of certification activities; technical and logistical assistance with rulemaking. Operates on basis of monthly work programmes subject to approval by Agency. <p>NAAs:</p> <ul style="list-style-type: none"> ▪ Contracts with first NAAs signed in March 2003 (Germany and Sweden). Others to follow shortly ▪ No payments before EASA has a fees and charges scheme ▪ Allows EASA to develop its working relationship ▪ One model for all NAAs ▪ At some point in the future, contracts will be phased out when EASA has sufficient in-house expertise
<p>2. When the last contract between the EASA and NAA defining the subcontracted tasks will be signed off? Can EASA provide the contents of these contracts as regards the lists of subcontracted tasks</p>	<ul style="list-style-type: none"> ▪ See above ▪ EASA will gladly describe the scope of activities outsourced, but not for each individual task: The NAA will contribute to the execution of the Agency's certification and standardisation tasks, by providing the following services: <ul style="list-style-type: none"> i. The secondment on a case by case basis of experts for the certification and continuing airworthiness of products, parts and appliances; ii. The secondment on a case by case basis of experts for the execution of standardisation inspection tasks; iii. The technical investigations for certification of products allocated to the NAA by the Agency; iv. The technical investigations for the continuing airworthiness of products for which the Member State is State of design and third countries products allocated to the NAA by the Agency; v. For design organisations whose principal place of business is located in the territory of the Member State in which NAA is competent, the technical investigations for: <ul style="list-style-type: none"> ▪ the demonstration of capability and continued oversight of these organisations; ▪ the approval of supplemental type certificates of category 2, minor changes, major and minor repairs designed by these organisations; ▪ the issue of ETSO Authorisations these organisations apply for; ▪ the continuing airworthiness of parts and appliances addressed in article 2.13 of Commission Regulation (EC) No 1702/2003, for which these organisations are the holder of a valid approval; vi. In addition to I.3.1. c) + d), the technical investigations for: <ul style="list-style-type: none"> ▪ the approval of supplemental type certificates of category 2, minor changes, major and minor repairs designed by organisations of third countries;

	<ul style="list-style-type: none"> ▪ the issue of ETSO Authorisations the organisations of third countries apply for, if [country] is the country of first customer, except where indicated otherwise by the Agency. <p>vii. The demonstration of capability and continued oversight of foreign design, production, maintenance or maintenance training organisations, as agreed between the parties</p> <p>viii. Technical advice to the Agency on a case by case basis.</p>
3. Who will be in charge of ensuring harmonized interpretation of European rules at NAAs level?	- The Agency by the means of its standardisation process.
4. <u>Cost Efficiency</u> : how does EASA intend to promote cost efficiency at NAA level (requirement for a transparent, fair and uniform charging system for NAAs)?	<ul style="list-style-type: none"> - EASA has no competence to address this issue for tasks which are the responsibility of NAAs (e.g. POA, MOA) - One single charging scheme to be in operation for those tasks for which EASA is legally responsible regardless of whether they are outsourced or not and, if so, regardless of which NAA carries out the work on EASA's behalf.
5. Does EASA envisage placing work with <u>Competent Authorities</u> on an ad hoc basis which is outside the terms of the formal contracts	- According to the Outsourcing policy, work can only be outsourced to National Authorities on the basis of contracts or working agreements with third countries
6. When EASA <u>organizations charts</u> will be released so that identification of available responsible EASA staff members can be identified?	Indicative organisation charts will be delivered during the meeting today. It must be borne in mind that the Agency is a growing up organisation and that one's position can change rapidly according to the needs identified. In order to help external stakeholders to get in touch easily with the appropriate interlocutor a general phone number for the Agency has been issued.
<u>SSCC</u>	
<p>7. <u>Representation in the Safety Standards Consultative Committee (SSCC)</u></p> <p>The AEA requests an update on the planned revision of the composition of the SSCC. It will be recalled that such a revision was promised in response to the AEA concerns and the requested for at least two AEA representatives (to reflect the importance of the airlines and their repair stations).</p>	<p>The SSCC has met once in February and once in May. The promised assessment will take place afterwards.</p> <p>It is reminded that the SSCC members are intuitu personae experts and not representatives of one or the other stakeholder.</p>
<u>Production Organization Approvals / Other Organization Approvals</u>	
8. When does the Agency intend to start its <u>standardization activities on Production Organization</u>	As the situation presents itself today, we have hired the DOA and MOA Managers, and are currently in the hiring process for the POA Manager. In parallel, the appointment

<u>Approvals?</u> Note: the same question may apply to other Organization Approvals, mainly when they have to be handled by NAAs	of the Agency's Quality and Standardisation Director still remains to be finalised. The Agency is therefore relying on its working arrangements with the JAA, who has been instructed to carry on the Standardisation activities on behalf of the Agency until such a time that resources allow for the task to be transferred to the Agency
<u>EASA staffing and move to Cologne</u>	
9. Is there some tasks planned to be done through <u>delocalized offices</u> ? Which kind of task?, schedule?	The Agency has not planned to have delocalised office in the near future.
10. When the Agency will start to <u>operate from its KÖLN</u> office?	The building in Cologne has been identified and administrative agreement was signed in May. Consequently, first staff willing to start there could start in June there. The main movement should take place in October.
11. Will the <u>target of staffing</u> 60 people by July 1 st , 2004 be achieved?	There are already some 50 people working for the Agency, the target seems realistic. For sure, 60 persons will have been identified and selected. If they are not able to start by June with EASA, due to their obligation to their current employers, contracts will be signed with them with a later starting date.
<u>Integration of new member States</u>	
12. Can the Agency provide confirmation that EFTA member States (Iceland, Norway, and Switzerland), can be considered to have EASA full membership status?	No. Iceland, Norway and Switzerland have not the EASA full membership status. To get it, they would have to adopt the European Regulations as their law and accept the role of the European Court of Justice and all the decisions of the Agency.
13. Can the Agency confirm admission of EU accession countries to full EASA membership status and date thereof? Are there specific transition modalities and timescales associated with adoption of EASA regulations by these countries?	The 10 accession countries have full membership status as of 1 st of May. There are no specific transition modalities for them. A number of aircraft types will remain under their responsibility because their certification basis may not comply with the EU requirements.
14. <u>Charge and Fees</u> The EASA Regulation calls for, and the EASA website confirms that, EASA shall promote efficient regulatory and certification processes which should lower compliance costs for interested parties. How is it intended to justify that the new EASA fees and charges will entail a cost reduction for applicants?	<ul style="list-style-type: none"> ▪ Fees and charges regulation is adopted by the European Commission ▪ Cost efficiency covers both financial transfers and other benefits of a clearer, single system for applicants It is too early to say at what stage the lower compliance costs will become evident
15. How will the Agency ensure that,	<ul style="list-style-type: none"> ▪ Avoiding double charging for industry, especially for

<p>during the transitional phase, in particular for ongoing certification programs, no duplication nor any sudden increase of charging will occur between the existing national systems and the new EASA system?</p>	<p>ongoing projects, is absolutely essential</p> <ul style="list-style-type: none"> Special provisions on ongoing projects to be incorporated in individual NAA contracts (situation varies) so that applicants do not pay EASA for work that they have already paid NAAs <p>Certain activities (e.g. TC) may be chargeable for the first time in certain countries under the new system – cannot be avoided</p>
<p>16. When will the Agency provide reference data on the methods to calculate fees and charges for a given activity? (For instance: TC for a new Type, DOA evaluation, etc...) Reminder: This was an old request made to the JAA in order to make charge and fees predictable and transparent</p>	<ul style="list-style-type: none"> EASA has collected data to establish likely workload and calculate likely cost recovery needs <p>EASA will ask Commission to publish the principles governing the setting of fees in interests of transparency</p>