



# **European Aviation Safety Agency**

## **2006 Activity Report**

**30 May 2007**

## Foreword from the Executive Director

In 2006 the European Aviation Safety Agency consolidated its position as the centrepiece of the European Union's strategy for aviation safety. The Agency continued to recruit highly qualified specialists and administrators from across the EU, doubling its workforce to over 300 at the end of the year.

At the beginning of 2006 the Agency faced a variety of serious challenges. During the year it completed its certification tasks and made significant progress, for example in stabilising the budget, in streamlining its administrative and operational processes and in defining its certification manpower strategy. However the Agency and its Management Board recognised that work remained to be done to build on more achievements in 2007 and beyond to meet fully the objectives of the Basic Regulation.

Major achievements included the type-certification of the Airbus A380 and the regulatory groundwork for the extension of the Agency's responsibilities to air operations, pilot licensing and third country aircraft. The Agency's rulemaking activities progressed in close collaboration with the European Commission, the Council and the Parliament. Co-operation was also intensified with the National Aviation Authorities (NAAs) in areas including certification contracts and compliance with European legislation. A strong partnership has been established between the Agency and the NAAs.

The Agency's standardisation activities involving inspections in the Member States were increased and preparations were made for the transfer of the SAFA (Safety Assessment of Foreign Aircraft) database from the JAA to the Agency. The European Strategic Safety Initiative (ESSI) was launched as a European counterpart to the US CAST (Commercial Aviation Safety Team). The Agency also developed a new initiative to revitalise General Aviation which will be reinforced by regulatory proposals in the near future.

At the international level the Agency concluded and expanded working arrangements with a number of foreign aviation authorities and intensified its successful partnership with the US Federal Aviation Administration.

2006 also saw the first internal reorganisation of the Agency: A new Department "Plans and Programmes" was set up within the Executive Directorate in order to strengthen the Agency's business planning capabilities. The Legal and Quality Departments were also transferred to the Executive Directorate while the former "Quality and Standardisation Directorate" now focuses on organisational audits and SAFA under the title "Approvals and Standardisation Directorate". The Agency's mid-term recruitment objectives have now been set out in the Staff Policy Plan 2008-2010.

The increasing workload in 2006 was managed despite considerable budget uncertainties, due essentially to the lack of sufficient resources from the Fees and Charges scheme intended to fund the Agency's certification work. All efforts were made to ensure the continued certification of products and design organisations and thus to maintain the airworthiness of aircraft in the interests of citizens and industry. Safety is our main mission and will always take priority in our allocation of resources.

The lack of resources in the field of certification nevertheless had a negative impact on other areas of activity, including the Agency's recruitment programme, the pace of its rulemaking and standardisation activities and the development of a comprehensive safety strategy.

The Commission issued a first revision of the Fees and Charges Regulation in June 2006 and two amending budgets had to be adopted to account for the initially insufficient revenues. A budget execution of 91% under these circumstances can be considered a success! On the basis of numerous financial studies and audits undertaken in 2006, the Agency and the Commission continue to work closely to provide a robust and lasting revenue scheme to fund the Agency's growing activities.

The Agency's most important asset lies in its workforce. The achievements of 2006 would not have been possible without the perseverance and dedication of the Agency's staff. I wish to thank all of them for their contribution to making the Agency a European centre of excellence in aviation safety.

## LIST OF ACRONYMS

AFM	Aircraft Flight Manual
AMC	Acceptable Means of Compliance
AMOC	Alternative Means of Compliance
A-NPA	Advance Notice of proposed amendment
CAA	Civil Aviation Authority
CIS	Community of Independent States
CJAA	Central Joint Aviation Authorities
CRD	Comment-response document
DOA	Design Organisation Approval
EASA	European Aviation Safety Agency
ECAC	European Civil Aviation Conference
ECAST	European Commercial Aviation Safety Team
EEATA	Association of eastern European air carriers
EHEST	European Helicopter Safety Team
ESSI	European Strategic Safety Initiative
FAA	Federal Aviation Administration
IAC	Interstate Aviation Committee
ICAO	International Civil Aviation Organisation
ICAO COSCAP	ICAO Cooperative Development of Operational Safety and Continuing Airworthiness Programmes
ICAO USOAP	ICAO Universal Safety Oversight Audit
ICAO/CAEP	ICAO/ Committee on Aviation Environmental Protection
ISC	Internal Safety Committee
JAA	Joint Aviation Authorities
JRC	Joint Research Centre
MIST	Maintenance International Standardisation Team
MOA	Maintenance Organisation Approval
MTOA	Maintenance Training Organisation Approval
NAA	National Aviation Authority
NPA	Notice of proposed amendment
POA	Production Organisation Approval
SAFA	Safety Assessment of Foreign Aircraft
SESAR	Single European Sky ATM Research Programme
STC	Supplemental Type Certificate
TC	Type Certificate
TCDS	Type Certificate Data Sheet
AEA	Association of European Airlines
ECA	European Cockpit Association
CS	Certification Specification
ECAC	European Civil Aviation Conference
ECOGAS	European Civil Aviation Conference
EBAA	European Business Aviation Association
ATA	
BASA	Bilateral Air Safety Agreement
IAS	Internal Audit Service
IAC	Interstate Aviation Committee
AOPA	Aircraft Owners and Pilots Association
IPA	Provisions Implementing the IATA Intercarrier Agreement
MIP	Maintenance Implementation Procedures
PCM	Project Certification Manager

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## 2006 Highlights

- 16 May: Adoption of the "Standardisation Regulation"<sup>1</sup>
- 1 June: The amended Fees and Charges Regulation comes into force
- 5 -9 June: Conference US / Europe Air Safety, Portland
- 5 July: First meeting EASA – NAAs partnership
- July: Notice of Proposed amendment on permits to fly
- July August: external study on Fees and Charges leading to a new concept
- 14 November: industry meeting
- 22 -24 November: Aviation Summit, New Delhi
- 1 December: Management reorganisation of the Agency
- 12 December: A380 certification, Toulouse

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<sup>1</sup> Commission Regulation (EC) No 736/2006 of 16 May 2006 on working methods of the European Aviation Safety Agency for conducting standardisation inspections

# 1. Operational activities of the Agency

## ***1.1. Safety analysis, research, rulemaking and international cooperation, adapting the regulatory framework***

Safety analysis, Research, Rulemaking and International Relations do not deal with industry with the same immediateness as products certification or organisations approval. They are to help in shaping the future regulatory framework of the Agency. The work is undertaken within the Safety Analysis and Research department of the Executive Directorate and within the Rulemaking Directorate. These are funded through public contribution. The necessary deployment of public funding over the supposedly fee-funded certification activities caused a certain backlog in there.

The ultimate goal of safety analysis is to define what is going to be the Agency's safety policy, and thus to contribute to the overall level of safety. Similarly, rulemaking is there to draft, improve and disseminate rules, but not to apply them on the spot. Research ought to support mid-term and long-term safety strategy vision.

### **1.1.1. Safety Analysis**

The safety analysis work comprises several aspects: liaising with Accident Investigation Bodies, analysing and maintaining safety information databases. Both are aiming the construction and dissemination of safety knowledge within the Agency and beyond.

#### *The cooperation with Accident investigation bodies*

The Agency has established working relationship with the Accident Investigation Bodies. An accident investigation manager was recruited as the Agency's point of contact. The Agency's internal procedure was agreed and refined for the follow up of safety recommendations. Formal answers have been provided to outstanding recommendations. Work continues to create a standardised working arrangement with interested parties.

#### *Data analysis and occurrence reporting*

A way forward for Occurrence Reporting in Europe has been agreed with the Commission, JRC<sup>2</sup> and EUROCONTROL. A database for accidents and serious incidents was established. Work continues to collect, integrate and verify safety data. Initial safety studies are carried out to support the Agency's safety policy development. The Agency successfully provided training on the use of the

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<sup>2</sup> Joint Research Centre

occurrence reporting tools to National Authorities. In addition a workshop on data standardisation was conducted.

#### Dissemination of knowledge

The Agency's first annual safety report was published, as required by the Basic Regulation<sup>3</sup>. Support was given to the Internal Safety Committee (ISC) in the form of papers in order to review safety issues at Agency's level. These papers included a study on design-related accidents, the introduction to service of large aircraft, human factors policy, and a review of Russian-built aircraft.

#### Creation of a European Strategic Safety Initiative

The Agency has designed and developed a European Strategic Safety Initiative (ESSI) with all aviation community partners. This initiative is threefold: commercial aviation, rotorcraft and general aviation. Two pillars of this initiative were established in 2006: the ECAST (the European Commercial Aviation Safety Team) and the EHEST (the European Helicopter Safety Team). This initiative has been enthusiastically endorsed by industry partners.

### **1.1.2. Research**

Drivers for safety related aeronautical research come from the Agency's need to maintain a state-of-the-art knowledge, address safety recommendations, address ESSI safety enhancement, advance rule and contribute to programmes such as Framework Programme 7 and SESAR. Limited resources constrained the research programme for 2006. Nevertheless, the Agency launched three advance studies in support of future rulemaking actions in the fields of cabin safety, Part 66 examination questions and modelling tools in support of environmental protection.

The Agency established relationship with DG Research to define possible working base for Agency's involvement in the programming, identification, definition, selection, surveillance and evaluation of aviation research and technological development projects that support the establishment of rules and certification process.

### **1.1.3. Rulemaking: preparing, amending and disseminating rules**

#### Drafting high quality rules

Compared to 2005, the number of tasks in the 2006 rulemaking programme increased by 35%, from 29 to 39 tasks. Considering that during the first three quarters of the year the Directorate worked with only 13% more staff, from 22 to 25 staff members, and the fact that no officers were hired in the product safety area, it could be noted that the Agency gained efficiency and experience in applying the rulemaking process. Still it was not able to reach the expected level

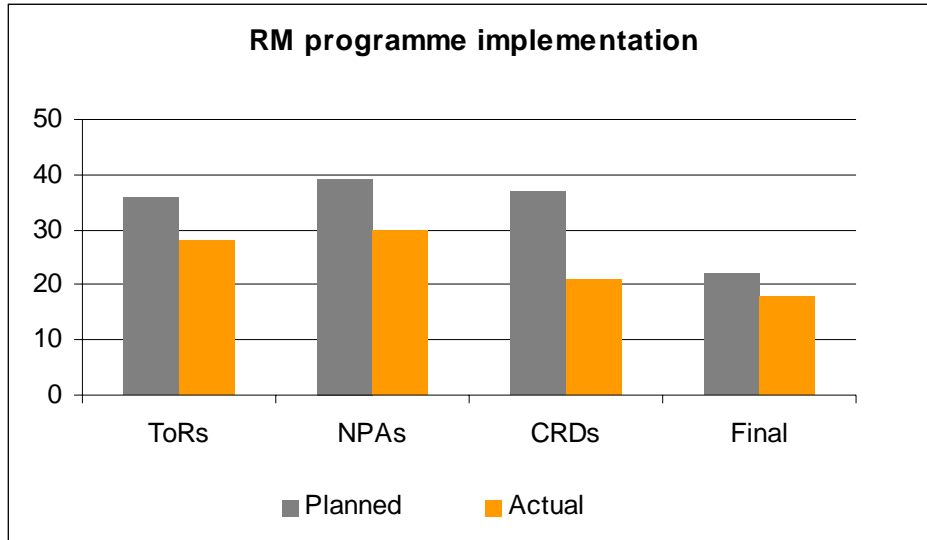
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<sup>3</sup> Regulation (EC) No 1592/2002 of the European Parliament and of the Council of 15 July 2002 on common rules in the field of civil aviation and establishing a European Aviation Safety Agency (Text with EEA relevance)



of performance, showing the need for further optimizing the rulemaking procedure and for increasing its workforce in the airworthiness field.

Expressed in figures: All 39 tasks of the 2006 rulemaking programme were initiated and half of them were fully executed. At the end of the year, an additional 6 tasks were at CRD (Comment-Response Document) stage and 10 were at NPA (Notice of Proposed Amendment) stage. Considering that an NPA represents half of the work and a CRD three quarters of it, this resulted in a 65% rulemaking programme implementation.



The main highlight of 2006 was about addressing several acute issues that needed urgent resolution. Therefore:

- An important proposed amendment (NPA) to Regulation (EC) 1702/2003<sup>4</sup> to allow the continued operation of aircraft designed in the former Soviet Union<sup>5</sup> and currently registered by Member States was issued. In the preparation of this document the Agency had established close co-operation with the Inter-States Aviation Committee of the Community of Independent States and held several meetings with the Association of eastern European air carriers (EEATA), Antonov and the Ukrainian Civil Aviation Authority.
- A consultation document (Advanced Notice of Proposed Amendment) proposing a new concept for the regulation of aircraft other than complex-motor-powered aircraft, used in non-

<sup>4</sup> Commission Regulation (EC) No 1702/2003 of 24 September 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.. Regulation as last amended by Regulation (EC) 376/2007.

<sup>5</sup> These aircraft are those designed in the Soviet Union and whose States of design are now the members of the Commonwealth of Independent States (CIS). The authorised representatives of these states are respectively the Inter-States Aviation Committee and the Ukrainian aeronautical authorities.

commercial operations, was published. The aim of the paper was to seek the opinion of the aviation community on the envisaged general aviation regulatory principles. During the preliminary consultation in 2006 the Agency received more than 7200 comments.

- Under a very tight schedule a proposed amendment addressing the issuing of Permits to Fly was drafted and the consultation phase closed by the end of the year.
- The difficult question of aircraft without design holder (orphan aircraft) was also addressed and a solution providing for their continued operation elaborated. This solution is now being implemented in co-operation with the National Aviation Authorities.

Remarkable deliverables produced in 2006

- **4 Opinions** for amending Commission Regulation (EC) No 2042/2003<sup>6</sup>, Commission Regulation (EC) No 1702/2003 on airworthiness matters;
- **1 Opinion** for transposing into Community law the latest ICAO Standards related to aircraft noise and emission control;
- Amendment 1 of Certification Specifications for Propeller (**CS-P**);
- Amendment 2 of Certification Specifications for Large Aeroplanes (**CS-25**);
- Amendment 1 of Certification Specifications for European Technical Standard Orders (**CS-ETSO**);
- Amendment 1 of the General Acceptable Means of Compliance for Airworthiness of Products, Parts and Appliances (**AMC-20**);
- Proposed Certification Specifications for Hot-Air balloons (**CS-31HB**);
- Proposed Subpart J Design Organisation Approval holder (**DOA**).

In parallel work was conducted on 41 rules to be delivered in 2007 and beyond (the 2006 Advance Planning Programme), which had to be managed or initiated in 2006.

For the execution of the rulemaking programmes, the Agency mobilised and co-ordinated 25 rulemaking groups that provide input to the drafting of the rules.

It finally adopted in July and revised in December, in co-operation with its advisory bodies, the Safety Standards Consultative Committee and the Advisory Group of National Authorities, its Rulemaking and Advance Planning Programmes for 2007 assuming the doubling of the number of rulemaking involved in product safety regulation. They respectively contained 38 and 62 tasks.

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<sup>6</sup> Commission Regulation (EC) No 2042/2003 of 20 November 2003 on the continuing airworthiness of aircraft and aeronautical products, parts and appliances, and on the approval of organisations and personnel involved in these tasks,

To increase its rulemaking capabilities, the Agency concluded three contracts with external providers, following calls for tender in 2005. These concerned the provision of secretariat services to two rulemaking groups (cabin safety tasks and "aircraft other than complex aircraft engaged in non-commercial operations" task) and a framework contract with EUROCAE for the preparation of ETSOs. It also continuously updated and complemented its list of external expert, in particular by extending it to cover air operations and crew licensing.

#### Planning for the future

In parallel to the execution of its rulemaking plans, the Agency initiated work on the future extensions of the Basic Regulation with the view to integrating all aspects of civil aviation safety and environmental protection under a single system (the total system approach). In this context, the Agency pursued work on:

- The preparation of implementing rules for the regulation of pilot licensing, air operations and third country aircraft<sup>7</sup>, in conjunction with the ongoing legislative process.
- The preparation of an Agency opinion on the regulation of the safety and interoperability of aerodromes. In response to the consultation document it published in May, the Agency received more than 3000 comments.

The Agency actively contributed and took various initiatives to allow for a smooth transition of rulemaking from the JAA System to the EASA one. In therefore recruited staff to take over on 1<sup>st</sup> January 2007 the rulemaking tasks managed so far by the Central JAA.

#### Having the rules disseminated and understood

Throughout 2006, the Agency continued to provide technical support to the Aviation Community, including National Aviation Authorities, in their efforts to implement the rules at local level. The Agency held several workshops in Cologne and in the Member States with the view to improving information exchange and address stakeholders' concerns. An important event was the workshop on Fuel Tank Safety and the set of workshops organised on the Future of Design Approval Organisations.

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<sup>7</sup> On 15 November 2005 the European Commission adopted a proposal for the extension of the Scope of Regulation (EC) No 1592/2002 of 15 July 2002 to air operation, pilot licensing and third country aircraft [COM(2005) 579 final], based on EASA's Opinion 3/2004, issued on 16 December 2004

Some examples of rulemaking workshops held in 2006

- **7 November and 6 December 2006, - Design Organisation Approval (DOA) Workshop**  
The general objectives of these workshops were twofold: To inform industry of the background and objectives of the EASA DOA concept and how this differs from the previous concept under the JAA, and secondly, to address specific implementation issues that are of general interest.
- **1 December 2006 – Central workshop on the continuing airworthiness (Part-M ) of aircraft not involved in commercial air transport (General Aviation)**  
The workshop aimed at facilitating the dialogue with industry, organisations, stakeholders, pilot owners, flying association with regard to the Agency's latest developments about General Aviation and maintenance.
- **8 Regional workshops on the implementation of Commission Regulation (EC) No 2042/2003 and its Part 66/Part-M/Part 145 for aircraft involved in commercial air transport;**
- **28 September 2006 – Thematic meeting** of the Advisory Group of National Authorities (AGNA) on Part-M for aircraft not involved in commercial air transport;
- **20 April 2006 – Meeting with National Aviation Authorities on orphan aircraft;**
- **6 and 7 February 2006 - Fuel Tank Safety Workshop;**  
The purpose of the meeting was to update the public on actions taken on CDCCL and maintenance issues and to provide a forum for discussion between the Agency and the industry.

As part of its responsibility for providing understandable rules, and in line with the requirements of the Basic Regulation, the Agency followed a policy to establish co-operative relationships with the regulated persons. The aim was to keep up with the latest developments, including technological and scientific progress, and respond to the current aviation regulatory demand with the view to aligning the Implementing Rules and the Certification Specifications, including interpretative material, to the actual needs. Meetings with the aviation community were held on a regular basis. The following are several examples of the continuous efforts of the Agency in this area:

Some highlights

- Meeting with **Association of European Airlines (AEA)** to exchange on fuel tank safety issues. As a result, the Agency agreed to develop further guidelines on training for maintenance people;
- Meeting with the **European Cockpit Association (ECA)** to present the work in the fields of Operations and Licensing;
- Meeting with the **American Air Transport Association (ATA)** to examine the electronic transmission of the EASA form 1 in support of the harmonisation of serviceable tags;
- Participated in a conference organised by the **European Transport Federation (ETF)** to present the future EASA framework;
- Co-ordination with organisations (**AOPA, BBGA, ECOGAS, EBAA**) representing the business & general aviation community to better understand their needs;

Surveys were used as another valuable approach to collect information about the actual problems faced by the regulated population. In this context, the Agency and the general aviation community launched a joint survey on the difficulties encountered in the implementation of Part 21, particularly as regards the approval of changes and repairs.

Other activities included the initiative to consult the National Aviation Authorities and the Industry on the technical aspects of the environmental certification. Furthermore, the Agency co-operated with EUROCONTROL, Commission and the JAA on the conformity assessment of on-board avionics equipment, monitoring of aviation safety performance, co-ordination of answers to ICAO state letters

Enhancing working methods

In 2006 the Agency finalised, in co-operation with the advisory bodies' representatives, the standard operating procedures to the Rulemaking procedure<sup>8</sup>. Additionally, it intensified work on the monitoring and reporting of its rulemaking Programmes' implementation and made good progress in developing a software tool automating the consultation process of its rulemaking deliverables. Various enhancements were made to the regulatory web pages to provide high-quality information to the users.

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<sup>8</sup> Management Board decision concerning the procedure to be applied by the Agency for the issuing of opinions, certification specifications and guidance material ("Rulemaking procedure"), EASA MB/7/03, 27.6.2003.

#### **1.1.4. International co-operation**

##### *Support to the conclusion of bilateral agreements*

The Agency actively supported the Commission in the negotiation sessions it conducted with the United States and Canada with the view to concluding a future EU/US Bilateral Aviation Safety Agreement (BASA).

By the end of the year the draft of the main EU/US BASA, including two procedures related to product certification (IPA) and maintenance organisations approval (MIP) was nearly finalised. As the completion of the assessment of EASA system was stated as a prerequisite for the conclusion of BASA, in addition to the technical processes, the Agency worked on closing the findings from the FAA audit report carried the preceding year. In November a dedicated workshop was organised by the Agency to present the state of play of the EU/US Bilateral Agreement to all stakeholders. The general objective of this workshop was to discuss issues surrounding the implementation of the BASA EU/US in Europe, and in particular the provisions of the agreement concerning airworthiness and environmental certification of aeronautical products (Annex I- IPA) and maintenance of aeronautical products (Annex II – MIP).

In parallel, the Agency and FAA ensured appropriate co-ordination of their rulemaking activities to maintain the current state of harmonisation of their certification standards. They also agreed to a strengthened co-operation to improve their rulemaking capabilities by making better use of scarce resources through a sharing of work on identified common actions.

##### *Conclusion and extension of working arrangements with third countries NAAs.*

The Agency expanded the agreement with the Chinese CAA to Airbus products and it was agreed to work on a generic agreement. In addition, a Memorandum of Understanding was signed on the Airbus A320 family Final Assembly Line in China.

The Agency signed a working arrangement with the Japanese CAA and a memorandum of Understanding with United Arab Emirates CAA. Several working arrangements were amended or expanded (Brazil, Interstate Aviation Committee -IAC); some are still under development (Singapore, India, UAE, Argentina, New Zealand and Australia).

The Agency supported the European Commission in ensuring the continued participation of ECAC non-EU Member States in the SAFA programme when the Community took over this programme from ECAC and the JAA. It concluded therefore working arrangements with each of the ECAC non-EU States, with the exception of Albania, on the collection and exchange of information on the safety of aircraft operated in Europe.

The Agency supported the Commission in the definition of European assistance projects (e.g. Democratic Republic of Congo) and the management of Community Programmes for South and South-East Asia.

*Contribution to technical assistance and ICAO*

The Agency supported the further development of ICAO technical standards in the airworthiness and environmental protection domains. Concrete actions were taken to support the ICAO CAEP/7 environmental work programme.

In parallel, the Agency has continued its participation, in cooperation with the European Commission, in the Steering Committees of several ICAO COSCAP<sup>9</sup>.

At the request of the European Commission, the Agency prepared the documentation to be sent by European Directors General to ICAO for consideration in the Aviation Safety Conference.

In addition, the Agency participated to a conference in Cyprus attended by representatives from the civil aviation authorities, air navigation service providers, airport authorities, airline companies, controllers' and pilots' associations of the Middle-East, North African countries and Gulf regions. This allowed a useful exchange of views on existing policies regarding all aspects of aviation safety and the need for regional cooperation.

The Agency provided assistance to Member States in fulfilling their obligations under the Chicago convention by facilitating preparations for the ICAO Universal Safety Oversight Audit Programme (USOAP) and coordinating the preparation of answers to ICAO State letters in its area of competence.

## ***1.2. Operating the safety regulatory framework***

Products certification and organisations approval are both to be funded through fees and charges levied from industry. In 2006 this funding was once more heavily supplemented with public contribution as the charging scheme in force would not allow for full cost recovery.

The volumes processed in 2006 were higher than initially expected, but mostly at the end of the year. Due to that and to a quicker than expected recovery process, the cashed revenue generated was hence more important than expected.

Moreover the NAAs were far from invoicing the Agency all the supposed performed hours for which they had requested commitments. This entailed a difficult situation: on the one hand the Agency was requested to put aside a large amount of money to place the orders to the NAAs; on the other hand, those funds were not claimed. The Agency had to carry them forward. But it had no indication on the exact and actual workload done by the NAAs to feed analytical accounts.

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<sup>9</sup> Cooperative Development of Operational Safety and Continuing Airworthiness Programmes

### 1.2.1. A level of activity higher than expected

The bulk of the activity is the delivery, and related investigation, of certificates and approvals, the continuous oversight of products and organisations. The work is carried out under the sole responsibility of the Agency, either directly by the Agency, or by the National Aviation Authorities through outsourcing contracts.

#### Products certification

The most visible aspect of the work of the Agency relates to the instruction and issuing of Type Certificates for large aircraft programmes and variants including validation of foreign products.

#### Examples of Large Aircraft programmes

- Airbus A380 (Type certificate issued)
- Falcon 7X (programme in final phase)
- A350 (new programme)
- A340-643 High Gross Weight Model to Airbus (Type certificate issued),
- Boeing 787
- B747-8F,
- B747-8,
- Beriev BE-200E/BE-200ES-E (EASA/IAC Cross Certification / Validation task),
- Sukhoi RRJ,
- Raytheon 4000,
- Etc.

#### Examples of Small Aeroplanes programmes

- Iniziative Industriali Italiane Sky Arrow 650 & 710
- DG Flugzeugbau DG-800 & DG-1000 sailplane and powered sailplane
- Schempp-Hirth Duo Discus T
- Binder ASH 25 EB
- LAK-17 Lithuanian sailplane/powered sailplane.
- Lange E1 Antares electric-powered sailplane
- Pacific Aerospace Corporation 750XL
- Cessna 525B (CitationJet 3)
- Pilatus PC-12
- PW-5 Smyk Polish sailplane
- PW-6U Polish sailplane
- PZL Koliber
- Rolladen Schneider LS4 & LS6 sailplane
- Zlin Z50, Z43
- Grob G120
- Reims Cessna F406
- Raytheon 390 (Premier) light business jet
- Piper PA-46
- Cessna 525 and 525A Citation Jet.
- HR200 and R2000 (transfer from EASA to NZ)

#### Examples of Rotorcraft programmes

- PZL SW4,



- Bell/Agusta 609,
- Kamov 31A11BC,
- Sikorsky S76D,
- Bell 429,
- Agusta Westland 119 Mark II,
- Agusta A109N, etc...Airship: GefaFlug AS105, etc...

Another major part of the technical work comprises Supplemental Type Certificates (STC), the approval of changes and repairs (major and minor), equipment qualification (ETSO-Authorisations for parts & appliances) and the approval of required documents (e.g.: aircraft flight manual).

#### Products certificates

	2006
Type Certificates, including amendments due to new variants	70
Supplemental Type Certificates	803
Major Changes	1125
Minor Changes	1830
Major Repairs	1009
Minor Repairs	372
AFM Approvals	430
ETSO- Authorisations	178
AMOC	97
<b>TOTAL</b>	<b>5914</b>

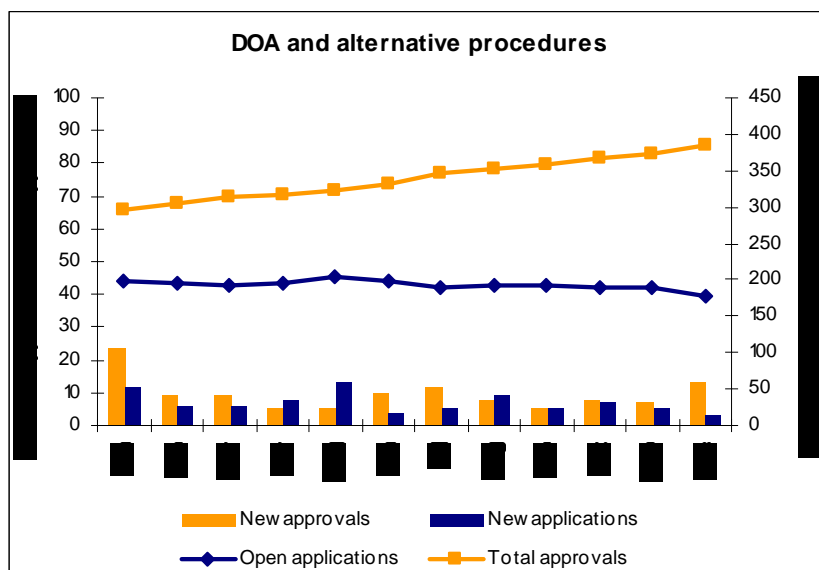
The success of the DOA strategy led to a substantial decrease, compared to 2005, in Minor Changes and Repairs approvals.

#### Continuing Airworthiness

By the end of 2006 the Agency was responsible for the safety oversight of some 1000 certified products. The continuing airworthiness activities resulted, inter alia, in 430 Airworthiness Directives mandated to TC Holders.

#### Organisations approvals

An important element of the work undertaken in 2006 is the further consolidation of the DOA concept reflected by the rising figure of DOA approvals



#### Organisations approvals

	Initial Approval	Surveillance	Total 2006
DOA	93	291	<b>384</b>
POA	1	5	<b>6</b>
MOA	78	1764	<b>1842</b>
MTOA	3	16	<b>19</b>

In 2006, amended procedures – the Maintenance Organisation Approval Procedure ((MOAP) and the Maintenance Training Organisation Approval Procedure (MTOAP) were developed in order to facilitate the Foreign 145 and the 147 approval process. Significant work was carried out regarding the transition from the first Fees and Charges Regulation<sup>10</sup> to its revision in June<sup>11</sup> in order to implement the amended Fees and Charges Regulation

#### Other projects

The certification of products and the approval of organisations imply further work than the issuing of certificates. Example of these could be in 2006:

##### - Transfer of new member states products

<sup>10</sup> Commission Regulation (EC) No 488/2005 of 21 March 2005 on the fees and charges levied by the European Aviation Safety Agency

<sup>11</sup> Commission Regulation (EC) No 779/2006 of 24 May 2006 amending Regulation (EC) No 488/2005 on the fees and charges levied by the European Aviation Safety Agency

The transfer of products from the member states which joined the European Union on the 1<sup>st</sup> of May 2004 is almost completed. However, a minor set back has to be noted with regard to the transfer of non-EU products. Although the TCDS of the state of design defines the EASA type certification basis of a product, not all configurations listed on the TCDS are necessarily EASA-approved. To overcome this issue, the directorate developed and adopted general guidelines for the import and registration of aircraft from a non-EU country.

- Airworthiness Directives distribution and publication system

The new Airworthiness Directives distribution and publication system, including safety information notices and a tool for automatic dissemination of PDF files "news feed" was successfully implemented in March 2006. A new release of the tool, offering a completely redesigned layout, allowing for an easier navigation, sorting and filtering was launched in October 2006.

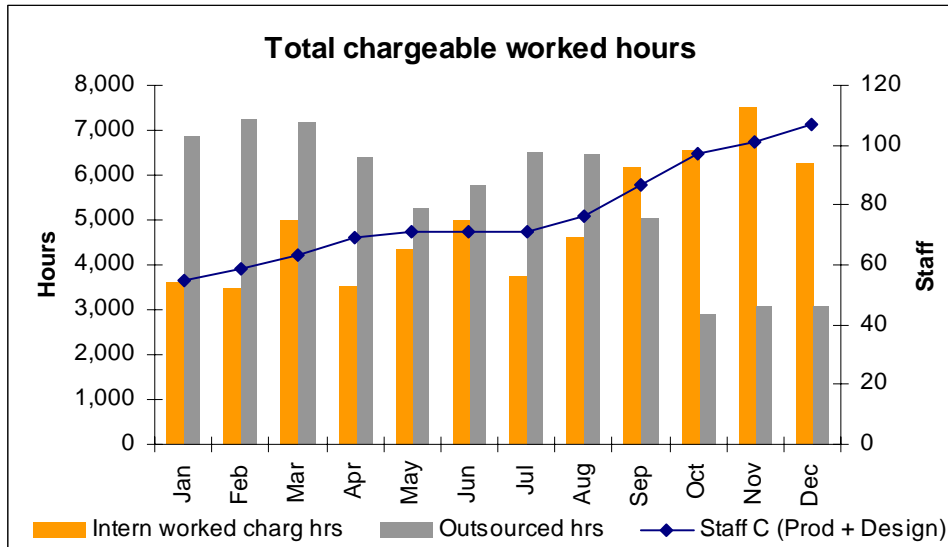
- Preparation of the first European POA

The preparation for the Airbus Single European Production Approval has been initiated. With this project, the existing 4 POA held by Airbus in France, Spain, Germany and the United Kingdom will be replaced in 2007 by one single POA issued by the Agency.

### **1.2.2. Further internalisation of the work**

In the early days of the Agency, the work could only be outsourced to the National Aviation Authorities, under the responsibility and supervision of the Agency. An internalisation strategy was then initiated, mainly for the certification of products and the approval of design organisations, aiming at internalising the work correlatively to the increase of qualified staff within the Agency and the departure of qualified staff from the NAAs. In 2006, the strategy was successfully implemented and most projects for major programmes have been managed internally.

A number of tasks and work is still outsourced; and it will continue in the future. Discussions with the NAAs have taken place to well define the "proximity activities" to be outsourced on a long term basis. A specific contract was signed for the outsourcing of all activities related to gliders. Nonetheless, the outsourcing also has a cost from the Agency's point of view: it requires significant efforts in terms of accreditation of NAAs, monitoring the work done, allocating the tasks, processing the invoices and payments from the NAAs.



Progress has been made in internalising ongoing and new certification tasks in accordance with the certification strategy and the increase of own staff. The current internalisation level amounts to 30% of the total number of projects for certification activities. In the meantime some 51% of the hours worked are outsourced to NAAs. The difference lies in the fact that the Agency internalises in priority the large projects and that NAAs are allocated a large number of smaller projects. Moreover, and as already explained, the NAAs are systematically recording the number of hours worked for the Agency, and to date (June 2006) not all invoices for 2006 have been received.

In some cases internalisation was driven by deterioration of NAA resources faster than expected.

### 1.2.3. Maturing the processes

#### Evolution of the fundamental procedures

It has been a challenge in 2006 to establish fundamental working procedures and reliable services in a rapidly changing environment. A new package of internal working procedures was adopted in the following areas:

- Certification Support of Validation Procedure
- Export Certificate of Airworthiness for Newly Manufactured Aircraft
- Limitation, Suspension and Revocation of Approvals and Certificates
- Application & Task Allocation for Product Certificates and Approvals
- Type Certificate Change and Repair Approval
- Issuance of Product Certificates and Approvals (admin)
- Transfer and Surrender of Certificates
- PCM-handbook
- Implementation of Certification Emergency Duty System

- New Edition Fees and Charges Handbook

The adoption of the above-mentioned procedures has been one of the preconditions for the signature of the EU/US Bilateral Agreement.

Internal organisation of the Agency

Taking stock of experience, and in order to prepare for the future extension of the scope of the Agency, it was agreed to re-organise the internal functioning of the Agency. All programming work would be undertaken under the supervision of the Executive director, in the Plans and Programmes department, and the organisations approval work would be undertaken in an Approvals and Standardisation directorate replacing the Quality and Standardisation directorate.

### **1.2.4. Reflecting on strategy and available means**

Available means

The certification of products and organisations activities are getting considerable attention from stakeholders both because they are key to maintaining and improving the level of safety and because they are funded (at least partially in 2006) by industry. Moreover, the complex budget situation of 2006 where several amending budgets had to be adopted led to close monitoring of the situation and intensified reflection on how to reconcile the safety objective and the available means.

Several actions were and are still being considered and implemented as necessary in that perspective: developing efficiency gains, improving the certification strategy, adapting constantly the DOA strategy, reflecting on proximity activity.

A reflection group, co-chaired by a NAA and the Agency<sup>12</sup>, has accompanied the mutation between the NAAs's system to the Agency's system. They have undertaken an accurate estimate of the workload required based on the Agency Certification business plan issued in 2006.

After a proposal from the Agency, a specific study on Fees and Charges<sup>13</sup> was commissioned by the Management Board in order to help the Commission in drafting a revised scheme.

A specific audit was also undertaken in the Agency by an external consultant<sup>14</sup>, and also by DG TREN in order to assess the functioning and costs of the certification activities.

All studies have concurred that the required level of funding to fulfil the current mandatory tasks is close to 48M € a year.

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<sup>12</sup> The ENACT: EASA- National Authorities Certification transition group

<sup>13</sup> Undertaken by Horvath and Partners

<sup>14</sup> Undertaken by Deloitte

It was also commonly agreed that further actions to improve the quality of the work rendered to industry would require additional resources. A careful monitoring of safety indicators is necessary at all levels

### **1.3. Standardisation**

The Agency carries out inspections of national aviation authorities for the purpose of assessing compliance with the requirements of the Basic Regulation and its implementing rules. These standardisation inspections may include inspections of undertakings under the oversight of the inspected National Aviation Authority. The standardisation activity comprises:

- Inspection of European NAAs
- International standardisation: assessment of third countries' safety oversight system

These activities are to be funded through public funding, i.e. through the European Contributions and through third countries contributions to the Agency's budget. Finally, the Agency conducts audits for initial and continuing accreditation of NAAs so that they may be allocated certification tasks.

#### **1.3.1. Completion of the regulatory framework and of the inspection programme**

##### Completion of the regulatory framework

The Standardisation Regulation<sup>15</sup> was adopted in May and came into force in June 2006, providing a legal framework to the standardisation programme for activities previously undertaken under the JAA procedures. By the 31<sup>st</sup> of July all the necessary implementing procedures were developed.

##### Composition of the teams

The inspections are carried out by teams of mixed composition. They comprise team leaders from the Agency and inspectors from the NAAs and/or the Agency. Training based on the new procedures has already been provided on a monthly basis to groups of NAA staff assisting the Agency in inspections and the feedback so far has been already extremely positive.

##### Completion of the standardisation visit programmes

###### Visits

- Initial Airworthiness visits : 12 inspections were carried out, as planned
- Continued airworthiness: 24 inspections were carried out, as planned (plus 2 ad hoc)

<sup>15</sup> Commission Regulation (EC) No 736/2006 of 16 May 2006 on working methods of the European Aviation Safety Agency for conducting standardisation inspections

- International standardisation (MIST programme): 6 visits in the USA and Canada

#### Dissemination

A standardisation road show was initiated in order to present the Regulation to each and every Member State's National Authority.

#### **1.3.2. Accreditation**

The Directorate has continued to closely co-operate with the Certification Directorate in order to satisfy its needs for allocating certification tasks to the NAAs,

A number of visits have been made in the course of the year which have been summarised in the table below.

#### Visits

- Initial Accreditation visits : 2 were carried out
- Continued Accreditation: 6 visits were carried out for TC, 3 for DOA, 7 for POA, 5 for Part 145, 4 for Part 147

#### **1.4. SAFA**

This activity was to be inherited from the JAA on 1<sup>st</sup> January 2007. The 2006 highlights consisted of preparatory work: in December 2006 the SAFA database was transferred to EASA and became fully operational within the expected timeframe. All relevant documents, website content, procedures etc. were received from the CJAA, and the initial staff was selected.

To achieve the pan European objective of SAFA, specific working arrangements have been signed with all but one ECAC non EASA members.



## 2. Management and support activities

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The support activities include overall management and planning activities as well as general coordination between the directorates, organised by the Executive Director and amongst each directorate. Additionally, administrative support activities, such as budget and finance, recruitment, ICT and facilities and training, are also covered there. The support activities are partially funded by the European Contribution and partially funded by the Fees and Charges, and this in proportion of the support provided to fee-funded activities.

### ***2.1. Internal audit, risk analysis and quality: completion of the management functions***

The arrival in post of the Internal Auditor and Risk Manager allowed for the availability of additional management tools. A complete internal audit function has been set up, some audits have been carried out and some improvements to the processes were thus implemented.

A risk analysis has been carried out during the second half of 2006 for the Executive and Administrative directorates. In parallel, a specific study on the non-contractual liability of the Agency for its operational tasks was carried out by an external consultant, the results of it being to be produced during the first half of 2007, thus allowing for the elaboration of an exhaustive risk register.

As part of the reorganisation, the Quality function has also been attached to the Internal Audit and Risk Management function, in order to allow for an even implementation of the 43 Quality Management Standards adopted by the Management Board in June 2006. The audits planned in the Quality Assurance programme were initiated in the second half of the year.

The Internal Audit Service (IAS) of the Commission visited the Agency during two weeks in order to assess the implementation of the internal control standards of the Commission<sup>16</sup>. Its final report has been delivered in December.

### ***2.2. Support activities***

#### **2.2.1. Human Resources**

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<sup>16</sup> These standards are included within the EASA quality management standards adopted by the MB in June

One of the main achievements of 2006, albeit fully completed at the beginning of 2007, was to agree with the Management Board a Staff Policy Plan for the period 2008-2010. The plan sets out and justifies the overall staffing plan for the Agency, and explains how it intends to implement the staffing policies contained in the Staff Regulations.

Related to this, by the end of 2006 the Agency was close to completing a full set of implementing rules for the Staff Regulations. The rules are adopted by the Executive Director once the Commission has given its agreement. The few rules still to be completed are being developed jointly by the Agencies together with the Commission.

The Agency recruited 123 new temporary agents in 2006, taking the total to 278. It also offered posts to another 25 candidates due to start in early 2007. See Table 4 in Annex 2 for further details.

### **2.2.2. Information and communication technology, and facilities**

Following the recommendations of audits and studies in 2006 the Agency contracted a leading IT research and advisory company to assist in preparing an IT strategy and architecture. The aim was to set out a comprehensive IT plan covering the needs of all the Directorates in the medium to long-term. After extensive internal discussion the resulting strategy and architecture was adopted early in 2007.

A number of business applications have been released or significantly improved, notably a comment response tool for rulemaking, a centralised information hub for airworthiness directives, and a first phase implementation of a single certification database linked to the budgetary accounting system. In the meantime work continues to transfer the remaining certification databases to a more stable Oracle environment.

Preparatory work has also begun on a suite of IT applications covering basic functions relating to human resources management, including performance appraisal.

### **2.2.3. Finance, budgeting and contracts**

The uncertainty on the operating budget for the Agency continued, due chiefly to low income from fees and charges. The deficit was covered by the EC contribution, but this had consequences for the Agency activities financed by the contribution. The delay in the adoption of the standardisation regulation also prevented full use of the associated staff and operational budgets.

Despite the difficulty it had to operate in this uncertain environment, by the end of the financial year the Agency had committed 91% of the available budget. It had also paid out around 65% of the available appropriations, the remainder (around €16 million) being largely related to invoices not yet issued by NAAs for contracted work. These remaining payment appropriations were carried over to 2007. Full details are contained in the Agency's financial statements for 2006. See Table 3 in Annex 1 for a summary.

#### **2.2.4. Training**

Extensive induction training courses have been regularly conducted for all newcomers.

The technical training programme has been established for each Agency technical post and employee.

Several internal technical training courses have been prepared and delivered:

- To the Agency's staff members:
  - 11 different courses
  - 22 venues
  - Total Training Delivery Days: 205 TTD
  - Total Number of Attendees: 136
- To the NAAs' standardisation inspectors and national coordinators:
  - 2 different courses
  - 7 venues
  - Total Training Delivery Days: 116 TTD
  - Total Number of Attendees: 116

Legislation Learning Working Group was established from external training stakeholders. Detailed scope of services (list of courses applicable to the stakeholders' needs) was determined by the Working Group. Elements of close partnership (e.g. setting-up examination centres as part of the system) were identified and agreed.

A tender has been launched for the e-examination tool and a contractor selected in order to support the partnership programme with external training providers.

### 3.2006 achievements as regards the workprogramme

	Objective	Comment	Partially met	Met	Exceeded
<b>Products certification</b>					
Type certification	Perform on-going tasks with no disruption	+ 6000 certificates and approvals delivered + surveillance of operational safety of certified products		X	
	Perform all new TC activities for large projects in house	The management of new large projects was completely internalised but certification tasks were still performed by external experts	X		
Transfer of CIS-built aircraft	Near completion of transfer of new Member States products			X	
<b>Organisations Approval</b>					
	Promote DOA concept to take full advantage of the possibilities offered by the rules	Number of new applications : 93		X	
	Manage the MOA activity carried out by the NAA and provide assistance to the Q&S directorate			X	
<b>Rulemaking</b>					
	Organise 2 pan-European and 6 regional workshops on selected implementing rules and associated parts.	17 workshops held			X
	Implement 90% of the 2006 programme	65 % implemented, constraints shortage of human resources, high priority tasks, acute issues	X		
	Initiate 90% of the tasks identified in the advance planning	73% implemented, constraints shortage of human resources, high priority tasks, acute issues	X		
	Commit 90% of the Rulemaking directorate operational budget	88 % committed		X	

	Finalise the implementing measures of the rulemaking procedures and publish the Agency's rulemaking procedures manual	finalised in the third quarter, but not formally adopted and published		X	
	Revise the current rulemaking procedures to streamline the process and provide more flexibility in the development of guidance material	revised in the fourth quarter, but not formally adopted and published		X	
<b>International relations</b>					
	Conclude working arrangements with the responsible authorities of at least three of the following States: Israel, Japan, South Korea and Singapore.	A Working arrangement with Japan and United Arab Emirates CAA was concluded. A dedicated working arrangement with China on the manufacturing of Airbus A320 was signed.		X	
	Expand working arrangements with Interstate Aviation Committee (Commonwealth of Independent States) and the responsible authorities of China.	Working arrangements with IAC, Brazil and China were amended or expanded.			X
<b>Safety Analysis</b>					
	improving Agency's responses to safety recommendations from investigation bodies	Some improvement has been achieved but a gap remains in meeting expectations of performance	X		
	managing the databases transferred to the Agency	An accident database is established and maintained as a vital tool for analysis of work		X	
	updating an Agency safety plan	Steps toward the creation of a safety plan are in place but the process has yet to be initiated	X		
	facilitating the Agency's Internal Safety Committee	A full schedule of meetings has formed the backbone of the Agency's safety policy-making process			X
<b>Research</b>					
	play a leading role in coordinating safety related research	Minimal monitoring and coordination activities undertaken	X		
<b>Standardisation</b>					
Standardisation	Standardisation process fully operational	Regulation adopted		X	

	Production of the 2005 yearly report			X	
	Maintenance standardisation visits of 20 EASA countries + 2 ad hoc visits+ 4 non EASA countries Production standardisation visits of 11 EASA countries + 1 JAA non EASA countries	39 planned standardisations inspections			X
Accreditation	Accreditation process in place in January			X	
	Accreditation programme fully completed			X	
Assessment of third countries oversight system	All requests of other Directorates satisfied			X	
<b>SAFA &amp; Blacklists</b>					
SAFA	Elaborate transition strategy	Agreement and modalities of transfer agreed with JAA? SAFA agreement signed with non EU Member States, Database transferred		X	
<b>Support activities</b>					
Programmes	Ensure seamless implementation of Fees and Charges Regulations and contracts with subcontractors			X	
HR	Organise and facilitate recruitment procedures for 128 new positions		X		
	Put in place a resettlement, induction and core skills training infrastructure that allows staff to be fully operational within one month (First quarter).			X	
	Manage appropriations of €28,695,000 (Title 1) according to the provisions of the Staff and Financial Regulations			X	

Legal service	Advise on the legality of acts Publish contract notice for high-value tenders (first quarter); launch tenders (second quarter); conclude contracts (third quarter).			X	
Communication	Annual revision of external and internal communication strategies and priorities			X	
	Establishing a network of political and corporate decision makers			X	
	Crisis communication			X	
	Raising awareness of Agency's activities and responsibilities			X	
	Web content and intranet development: continuous content update			X	
Internal audit- quality and risk assessment – Quality	Assessment of risks in general and in IT in particular			X	
	Quality Assurance programme fully implemented for operational tasks and Quality assurance programme under development for non-operational tasks	Preparation and adoption of 43 management standards, implementation on going	X		
	Integrate internal control standards in plans for development of EASA quality system (second quarter)	24 internal control standards are fully integrated in the 43 Management standards		X	
General management	Prepare statement of estimates, establishment plan and preliminary draft budget 2007 (first quarter)			X	
	Workprogramme adopted in September			X	
	2005 activity report adopted in June			X	
	Article 51 evaluation during second semester	Contractor selected early in January	X		

		Reorganisation of the Agency			X
		Launched a high level partnership with the NAAs			X
Technical training	Technical training for internal requirements fully completed, external stakeholders' training services in place			X	
	External stakeholders' training services in place by January 2006	Tender for e-examination tool development in progress	X		
Finance	Review the procedures for recovery of fees due and payments to NAAs (First quarter) and make necessary adjustments (Second quarter).			X	
	Monitor the correct application of the Regulation on Fees and Charges (Quarterly).			X	
	Complete second stage of decentralisation of financial management (Third quarter)				X
	Process 30000-40000 financial transactions and manage around 12000 accounts payable for certification tasks (End 2006)			X	
	Issue preliminary (First quarter) and final accounts (Second quarter) for 2005			X	
	Manage appropriations of €28,695,000 (Title 1) according to the provisions of the Staff and Financial Regulations			X	
ICT and technical services	Equip and furnish floors 13-14 (First quarter) and 10-12 (Third quarter)			X	
	Develop, test and roll out database of safety recommendations (First quarter); first release of a project management system for C-Directorate (Second quarter); improved release including resource management system and web interface (Fourth quarter).		X		



	Integrated administration system (SIC/SI2/NAP/EXACT) and paperless budget execution system (First quarter)			X	
	Select supplier for document & content management system (Second quarter); System acceptance (Third quarter); System roll out (Fourth quarter).		X		
	Manage appropriations of €6,253,000 (Title 2) and €4,580,000 (Title 3) according to the provisions of the Financial Regulation and implementing rules on procurement (Verification in fourth quarter)			X	
	Develop adequate tools to replace in house databases			X	

## **4. Annexes**

- Annex 1: Agency's financial performance in 2006
- Annex 2: Staffing Figures and demography
- Annex 3 Declaration of Assurance from the Authorising officer

## **Annex 1: Agency's financial performance in 2006**

### **1.1. Budgetary Outturn Balance 2006** (All figures in € '000)

#### **Income**

	<b>Budgeted</b>	<b>Received</b>	<b>%</b>
European Community contribution	32,899	31,455	96%
Fee income	30,700	33,236	108%
Third party contribution (AELE Agreement)	635	453	71%
Donation for the rent from Ministry of transport of Germany	1,200	1,200	100%
Other income	229	487	213%
	<b>65,663</b>	<b>66,831</b>	<b>102%</b>
	<b>Total Income (a)</b>	<b>66,831</b>	

#### **Notes:**

1. The shortfall in the EC contribution is due to the Agency's decision not to request the outturn for 2005 (Romero Facility).
2. The increase in fee revenue over the budgeted figure is due to (1) the success of a new reminder procedure for outstanding 2005 accounts; (2) additional interest on overdue payments; (3) an increase in the total amount invoiced. It should be noted that the budgeted figure was based on data from 2005 covering less than a full year's experience of fee recovery.

**Table 1**

#### **Expenditure**

Staff Expenditure	24,001
Administrative Expenditure	7,460
Operating expenditure	30,606
	<b>Total expenditure (b)</b>
	<b>62,067</b>

#### **Outturn**

	<b>Out turn for the financial year (a-b)</b>	<b>4,765</b>
Cancellation of unused payment appropriations carried over from previous year		292
Exchange differences for the year (gain + / loss -)		- 4
	<b>Balance of the outturn account for the financial year</b>	<b>5,053</b>

3.

**Table 2**

## 1.2. Implementation of the budget in 2006

The table below shows the status of commitments and payments as of 31<sup>st</sup> December 2006, together with the amounts carried over automatically to financial year 2007.

	Appropriations	Commitments	%	Appropriations	Payments (2)	%	Carried over (3)	Total Payments (2) + (3)	%
Staff Expenditure	25,331	24,001	95	25,331	23,715	94	286	24,001	95
Administrative Expenditure	8,071	7,460	92	8,071	4,875	60	2,585	7,460	92
Operating Expenditure	33,061	28,844	87	32,261	14,125	44	16,480	30,605	95
<b>Totals</b>	<b>66,463</b>	<b>60,305</b>	<b>91</b> <sup>17</sup>	<b>65,663</b>	<b>42,715</b>	<b>65</b>	<b>19,351</b>	<b>62,066</b>	<b>95</b>

Table 3

<sup>17</sup> The budget execution, as compared to the original budget of 65,7M€ is 92%

### **Annex 2: Staffing figures and demography**

The table below shows the Agency's staffing situation as of 01/01/2007:

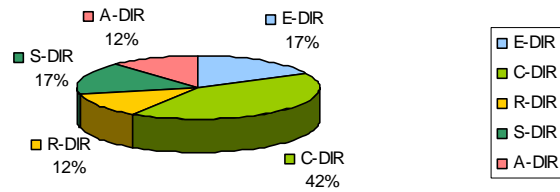
Grade	2006 Establishment Plan	2006 Staffing Plan	Active posts 01/01/2007	Variance on staffing plan
AD15	5	4	4	
AD14	10	1	1	
AD13	5	5	4	-1
AD12	20	19	19	
AD11	28	17	15	-2
AD10	30	8	8	
AD9	47	73	72	-1
AD8	29	27	27	
AD7	21	35	25	-10
AD6	48	47	25	-22
AD5	2	9	7	-2
<b>AD</b>	<b>245</b>	<b>245</b>	<b>207</b>	<b>-38</b>
AST7	10			
AST6	18	1	1	
AST5	9	5	4	-1
AST4		9	8	-1
AST3	2	27	20	-7
AST2	10	33	30	-3
AST1		8	8	
<b>AST</b>	<b>83</b>	<b>83</b>	<b>71</b>	<b>-12</b>
<b>TOTAL</b>	<b>328</b>	<b>328</b>	<b>278</b>	<b>-50</b>

**Notes:**

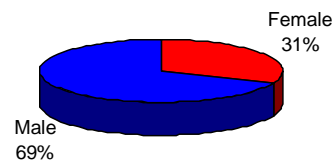
1. An additional 20 candidates had accepted an offer, and 16 offer letters were under preparation.
2. 21 posts were at the screening/interviews phase, and a further 4 had been advertised for 2006 and 2007 posts.
3. The agency also employs 26 contract agents and 6 auxiliary agents.
4. in 2006 10 staff members resigned (8 Temporary Agents and 2 Contract Agents). Furthermore 30 selected candidates refused an offer after (25 temporary agents, 4 Contract Agents and 1 Auxiliary Agent)

**Table 4**

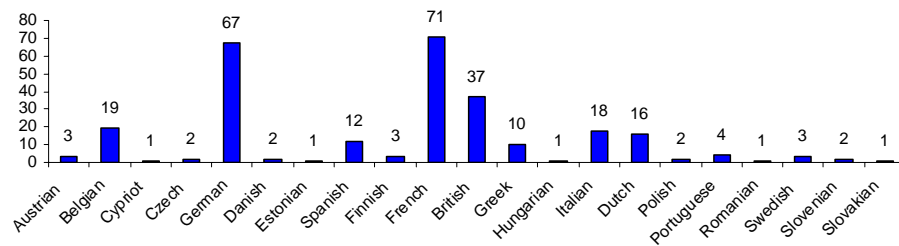
### Distribution by Directorate



### Gender Distribution



### Nationality Distribution



### ***Annex 3 Declaration of Assurance from the Authorising Officer***

I, the undersigned, Patrick Goudou, Executive Director of the European Aviation Safety Agency, in my capacity as Authorising officer,

- Declare that the information contained in this report gives a true and fair view<sup>18</sup>.

- State that I have reasonable assurance that the resources assigned to the activities described in this report have been used for their intended purpose and in accordance with the principle of sound financial management, and that the control procedures put in place give the necessary guarantees concerning the legality and regularity of the underlying transactions.

This reasonable assurance is based on my own judgement and on the information at my disposal, such as the annual review of the internal control and the lessons learnt from the 2006 report of the Internal Audit Service and the reports of the Court of Auditors for years prior to the year of this declaration.

- Confirm that I am not aware of anything not reported which could harm the interests of the Agency.

- Confirm that appropriate measures have been taken after the IAS audit (July 2006), in order to meet the main recommendations that have been formulated:

- o A working group were launched to revise the Fees and charges regulations. The new Fees and charges regulation will enter into force the 1st of June 2007.
- o A risk analysis has been performed during the second half of 2006, focusing in particular on the non contractual liability. A risk register, consolidating all risks identified so far has been drawn up in March 2007 and distributed to the Management Board on 28/03/2007.
- o A procedure has been released to report deviations to the department in charge of centralising the exceptions and deviations from the rules.
- o The procedures for performance appraisal and promotions have been developed, in line with the recommendations from DG Admin and IAS.

The following context is to be noted:

The Agency has made, over the last four years, significant efforts to manage its start up period. In this context, the Agency has implemented generic systems, developed its own tools (the invoicing system). Regarding the systems, concrete progresses will be made by the implementation of an Enterprise Resources Planning, the process of which has already been initiated.

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<sup>18</sup> True and fair view in this context means a reliable, complete and correct picture of the state of affairs

Place            Date  
Signature

Patrick Goudou, Executive Director of the  
European Aviation Safety Agency