

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 24.2;
- Having regard to the opinion of the Advisory Body of Interested Parties²;
- Considering the need to clearly identify the Agency's main responsibilities and to organise the sharing of tasks in a way which avoids conflicts of interest;
- Considering the need to easily identify in the organisation persons responsible for each domain;
- Recalling that the Agency's structure must lead to a real team work, with the benefit of harmonisation of best practices across the various sectors;
- Bearing in mind that the lower layers of the structure will have to be decided with the Executive Director,

Has decided to adopt the main structure of the executive part of the European Aviation Safety Agency as set up in document annexed.

Done at Brussels,

The Chairman

Thilo Schmidt

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

² Doc. ABIP CS/cs-00002, 16.4.2003

Main structure
of the executive part of
the European Aviation Safety Agency¹

¹ It is to be reminded that the Agency comprises also the Management Board and the Board of Appeal.

1. The general structure : a light, centralised team organisation, focused on its main functions (chart 1).

The Executive Director establishes, manages and directs the organisation, whilst maintaining a strong outward facing stance.

The Assistant, in addition to its role as a traditional company secretary, is in charge with tasks requiring some independence from the rest of the executive (for instance internal audit).

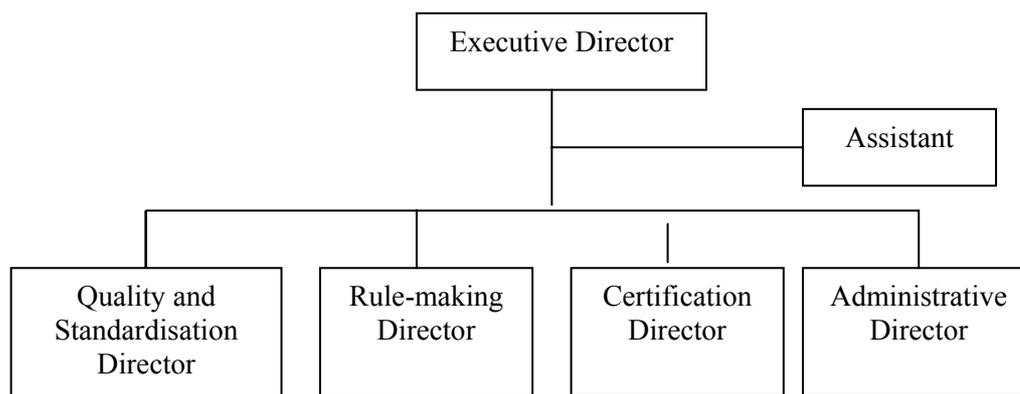


Chart 1

2. The Rule-Making Directorate (chart 2):

That Directorate concentrates all rule-making activities (application of article 43 of the EASA Regulation):

- opinions to the Commission for changes to the EASA Regulation and for implementing rules,
- certification specifications, including airworthiness codes and acceptable means of compliance,
- guidance material,

That Directorate is concerned with all domains: airworthiness, environmental protection, maintenance, and later air operations and flight crew licensing. Each of these domains is identified in the second layer of organisation to clearly designate a focal point for each of them.

The legal unit has for role to support the rule-making process. It also defends the Agency in the Board of Appeal and the European Court of Justice, acting in these cases under the direction of the Executive Director.

Rule-making Directorate

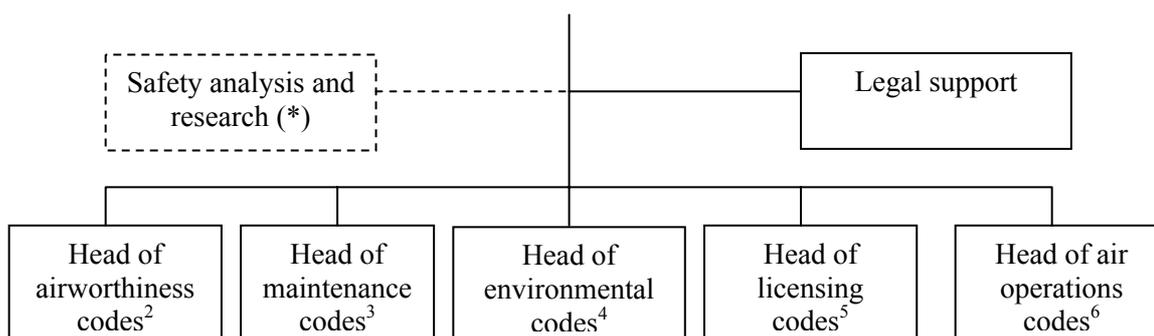


Chart 2

() The safety analysis and research Unit could also be transferred to the Quality and Standardisation Directorate or, according to the ABIP, attached to the Executive Director (to be decided by the Management Board).*

3. The Certification Directorate (chart 3):

That Directorate concentrates all certification tasks (application of article 44 of the EASA Regulation):

- type certification and continued airworthiness of products , parts and appliances,
- environmental approval of products,
- design organisations and, as appropriate, production organisations approval,
- foreign organisations approval.

In view of the reliance of the Agency on national resources, at least at its beginning, a strong programme management function directly responsible to the Director is put in place. The “head of programme” receives applications and organises certification teams in co-operation with its technical counterparts, drawing from expertise available in NAAs under contract and in the Agency itself. She/he is responsible for timely and effective results towards applicants, while technical decisions remain with the organisation or products managers.

The “organisations division” is composed of specialists in the implementation of technical codes; they can conduct themselves certification tasks or assist teams of national experts. This division keeps the records of approved organisations and exercise their continued oversight. Its organisation is likely to reflect the various domains.

The “product division” concentrates experts in the various specialities necessary to conduct a certification project. They participate in certification teams or provide

² Covers IR 21 + airworthiness codes

³ Covers IR M, 145, 66, 147

⁴ Covers IR 34, 36

⁵ Covers IR FCL

⁶ Covers IR OPS, STD

support to such teams for new certifications and continuing airworthiness. It keeps the records of certified products and ensures their oversight. Its structure remains to be discussed. It can privilege specialities (structures, systems, propulsion, ...) or domains (large airplanes, rotorcraft, engines,...).

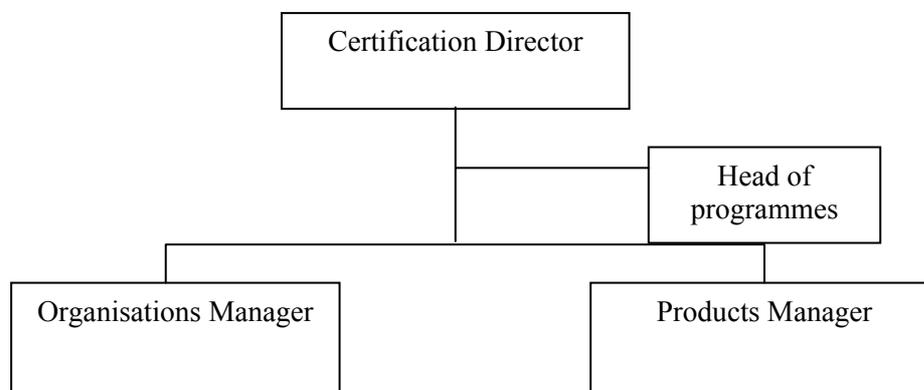


Chart 3

4. The Quality and Standardisation Directorate (chart 4):

That Directorate's role is to ensure a strong focus on quality and standardisation across the EASA system to ensure that standards are being properly, uniformly and consistently maintained. That covers the standardisation / inspection of NAAs (article 45 of the EASA Regulation). It also have to encompass the internal quality of the Agency's work and of NAAs and qualified entities executing tasks on its behalf. It is also believed that this Directorate must attend to the provision of technical training as this is critical to the achievement of overall consistency and of high standards.

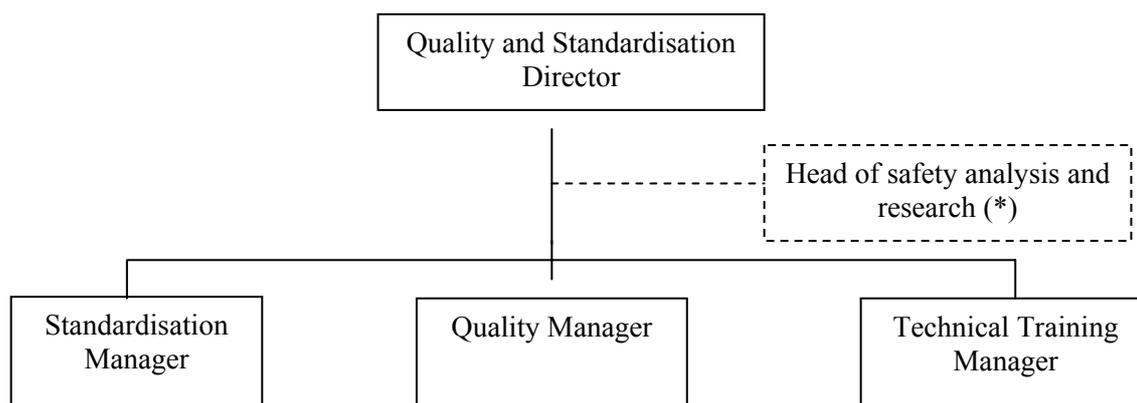


Chart 4

() The safety analysis and research Unit could also be transferred to the Rule-making Directorate or, according to the ABIP, attached to the Executive Director (to be decided by the Management Board)*

5. The Administrative Directorate (chart 5):

This Directorate shall provide for a strong infrastructure on which to build the organisation; particularly in its early years, roles such as facilities, human resources, finance (including financial audit), information technology, procurement and outsourcing contracts will be demanding and require sufficient high quality staff.

It shall also deal with communications, another important matter for EASA, particularly in its early years, to foster, across the EASA system, a strong sense of EASA culture and to reinforce this by providing the right information to all participants in the system. This needs to be further supported by a strong projection to the wider community of the reality of the excellence of EASA's capability and approach.

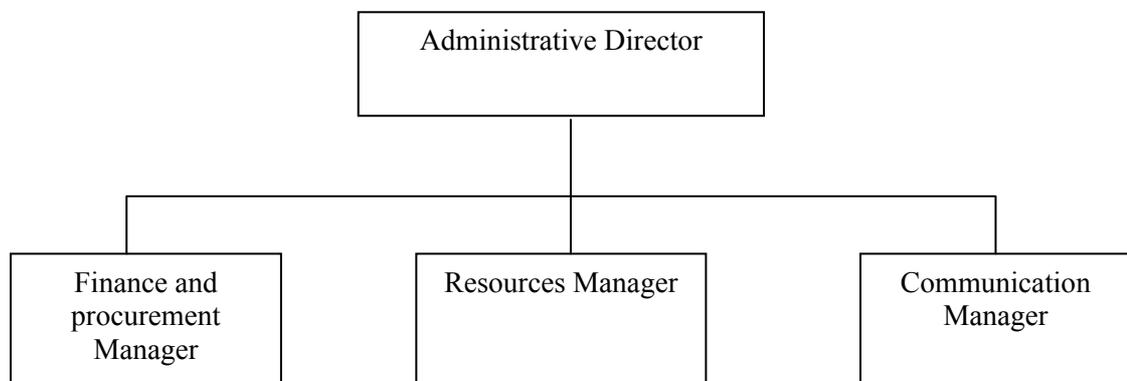


Chart 5