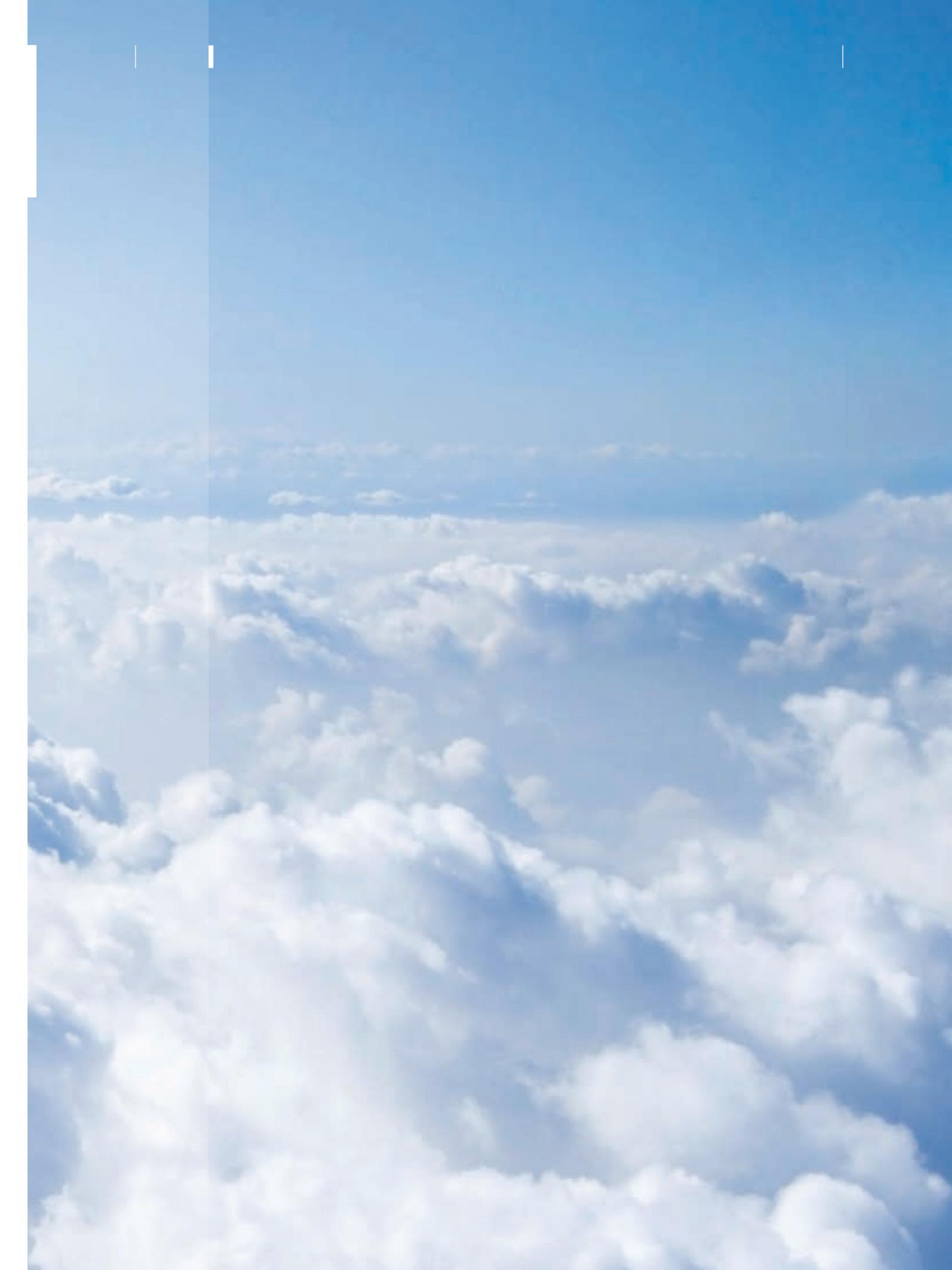




EUROPEAN AVIATION SAFETY AGENCY  
AGENCE EUROPÉENNE DE LA SÉCURITÉ AÉRIENNE  
EUROPÄISCHE AGENTUR FÜR FLUGSICHERHEIT

# ANNUAL REPORT 2009



## Foreword from the Chair of the Management Board

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I am pleased to have been associated with the European Aviation Safety Agency (EASA) since it was first planned, and now have the honour of chairing its Management Board made up of representatives from 31 European States plus the European Commission.

EASA is a unique experiment. No other organisation anywhere else in the world has ever attempted to create trans-national aviation safety rules, binding on participating States, on anything like this scale. This annual general report demonstrates the wide range of activities EASA carried out in 2009.

EASA is at the heart of a complex system of aviation safety regulation in Europe. The Agency, the European Commission, the National Aviation Authorities, the Member States, and of course the EU aviation industry all have their roles to play. All these players depend on each other, and must work in partnership to ensure European passengers, European aviation workers, and European citizens enjoy the highest possible standards of aviation safety.

During 2009 an addition to EASA's responsibilities sewed the final piece of a quilt which began to take shape in 2003. EASA now covers all aspects of aviation safety: Airworthiness (dating from 2003), Operations and Personnel Licensing (2008), and Air Traffic Management and Aerodromes (2009). For the more recently added functions the detailed implementing rules have yet to be agreed. Since adopting and fully implementing these rules will probably take till around 2015 we can see that EASA is still only halfway through a lengthy start-up phase.

Preparing the remaining implementing rules is the biggest challenge currently facing EASA. These rules will cover some of the most difficult areas in aviation safety regulation, requiring extensive consultation with a wide range of new stakeholders. Completing the first generation of implementing rules will be EASA's main rulemaking focus – but it also has to keep existing rules up to date, to reflect technical progress and address new safety issues.

Now that EASA has wider responsibilities it has to draw up a comprehensive European Safety Plan, on which work began during 2009. Using collection and analysis of data from many sources, the Plan will identify the priority safety risks EASA needs to tackle. It must then decide what actions to take, and monitor how successful these actions are, all with the basic aim of making Europe the safest area in the world in which to travel by air.

EASA has grown rapidly and made great progress since 2003. It is already a major player worldwide. I welcome this opportunity to express my appreciation of the enormous commitment, expertise and energy of the staff of the Agency, now numbering nearly 500. There is still a long way to go, but I look forward with confidence to the organisation's continuing growth and success as it adds its new responsibilities to its existing ones.

Michael Smethers  
Chair of the Management Board



## Foreword from the Executive Director

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Safety figures for 2009 show that EASA's 31 Member States had the lowest number of fatal accidents on record. Sadly, however, this was overshadowed by the crash of the Air France Airbus A330 over the Atlantic, with the loss of all 228 passengers.

The 24 non-fatal accidents during the year were a reminder that aviation safety must remain the top priority. Safety is maximised only when it is approached as an integrated system in which individual elements are not isolated.

During 2009, EASA, together with its Member States, the European Commission, industry, airspace users and other partners, made important progress in building a coherent and proactive aviation safety system.

The year was marked by the adoption of the second package of Single European Sky legislation, extending EASA's responsibilities to a number of new areas including the safety of Air Traffic Management, Air Navigation Services and Aerodromes.

The new regulation came into force on 14 December 2009 after EASA, working with the European Commission, had strengthened its internal structure and prepared for tasks in the new areas. These tasks include drafting precise, uniform and binding rules, and ensuring their proper implementation by Member States.

The second Single European Sky package represents both an important challenge and a great step forward for European aviation safety, with key safety areas added to the Agency's other tasks. Together with the European Commission, the SESAR Joint Undertaking, EUROCONTROL, and a range of new and long-time stakeholders, EASA now has an important role in building and guaranteeing the safety of an efficient Single European Sky.

The transfer of tasks from the Joint Aviation Authorities (JAA) to EASA was finalised in 2009. Established in 1970, the JAA was the first time that civil aviation regulatory bodies of a number of European States voluntarily agreed to co-operate in developing common safety standards and procedures. EASA has expanded on this important foundation to build its binding regulatory system.

During the year, EASA began working on the European Aviation Safety Programme and a European Safety Plan. This will identify the key safety risks to be tackled at European level, set concrete national safety targets and propose remedies. The Safety Plan will be a reference document for policy makers and a guide for best practise. In accordance with the Agency's principles of transparency and accountability, stakeholders will be able to directly monitor how safety targets are being met.

However, EASA, in common with the entire aviation sector, was not able to escape the constraints of the continuing financial crisis. These are now having a significant impact on the Agency as well as affecting its relations with its partners.

Going forward, I believe this provides an acute reminder of the importance of facing challenges jointly. EASA must be more mindful of the difficulties faced by its partners – and its partners must be more aware of the safety goals being pursued by the Agency.

I am convinced that only by doing this can we build a solid and long-lasting framework for safe and clean aviation, in Europe and further afield.

Patrick Goudou  
Executive Director



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# EASA's ROLE

The European Aviation Safety Agency is the centrepiece of the European Union's strategy for aviation safety.

Having begun operations in 2003 with rulemaking competencies, airworthiness certification and related standardisation activities, EASA's portfolio was extended considerably with the entry into force of European Commission Regulation 216/2008 on 8 April 2008 establishing Community competence for air operations, pilot licensing and third country operators.

On 14 December, Regulation (EC)1108/2009 entered into force, covering the safety regulation of air traffic management (ATM), air navigation services (ANS) and aerodromes. EASA's new tasks include rulemaking and standardisation inspections. In addition, the Agency will be responsible for coordinating the existing ATM and ANS safety rules with the new Single European Sky regulation and related implementing rules.

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## YOUR SAFETY IS OUR MISSION

Our mission is to promote the highest common standards of safety and environmental protection in civil aviation.

## A COMMON STRATEGY

Air transport is one of the safest forms of travel. As air traffic continues to grow, a common initiative is needed at the European level to keep air transport safe and sustainable. The Agency develops common safety and environmental rules, monitors the implementation of standards through inspections within Member States and provides the necessary technical expertise, training and research. EASA works hand-in-hand with the national aviation authorities, which continue to carry out many operational tasks such as the certification of individual aircraft or the licensing of pilots.

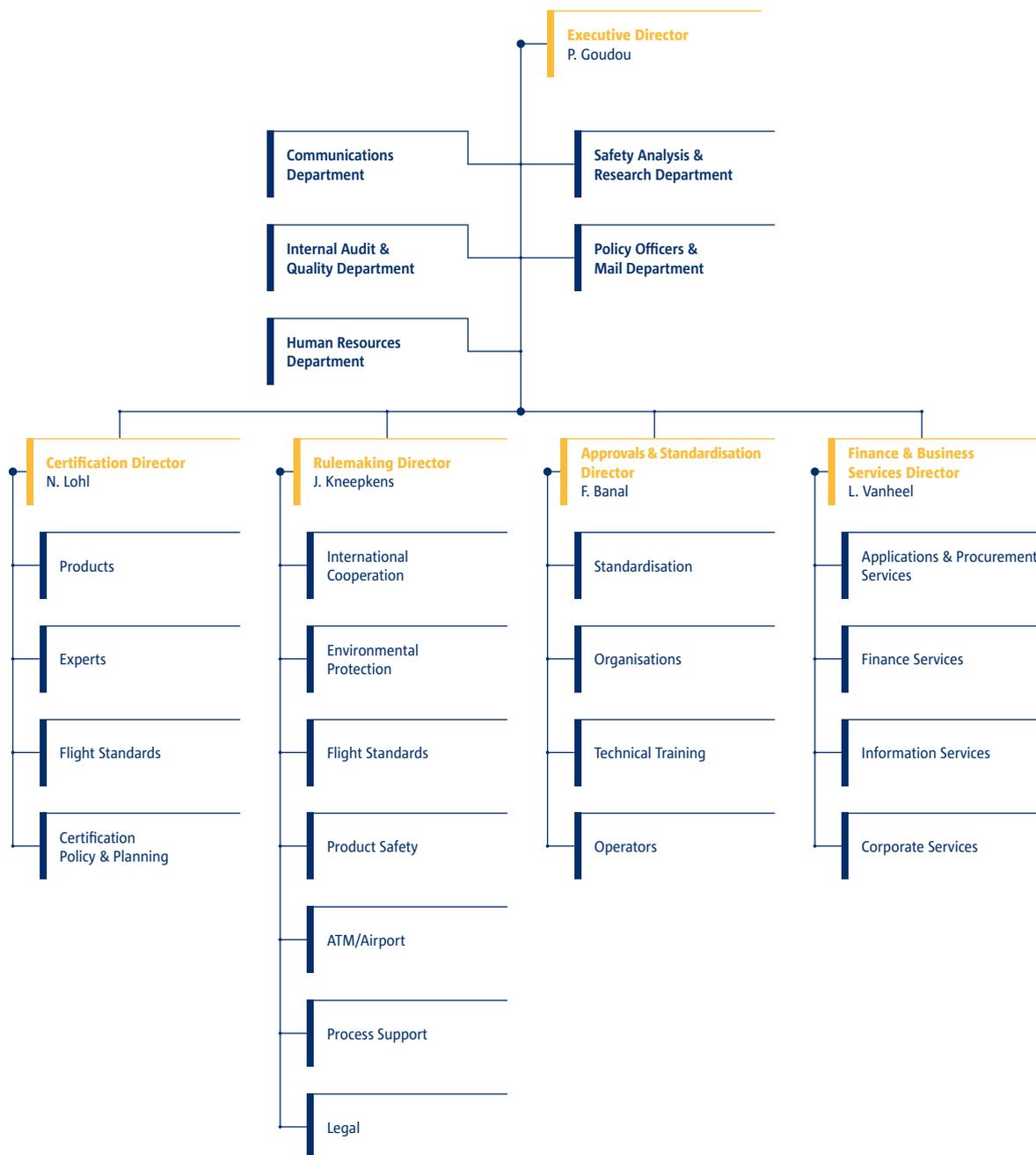
## OUR TASKS

The main tasks of the Agency currently include:

- *Rulemaking: Drafting aviation safety legislation and providing technical advice to the European Commission and to the Member States*
- *Inspections, training and standardisation programmes to ensure uniform implementation of European aviation safety legislation in all Member States*
- *Safety and environmental type-certification of aircraft, engines and parts. The scope of product certification was extended in 2007 to the approval of flight conditions for issuance of Permits to Fly and of Type Certificate Data Sheets for noise*
- *Approving design organisations wherever located and organisations responsible for production, maintenance, maintenance training and continued airworthiness management located outside the territory of the Member States, or inside EU under request*
- *Coordination of the European Community Safety Assessment of Foreign Aircraft (SAFA) programme regarding the safety of foreign aircraft using Community airports*
- *Data collection, analysis and research to improve aviation safety*



# ORGANISATIONAL STRUCTURE 2009





# INTRODUCTION

In 2009 the following activities were added to EASA's scopes:

- *Additional responsibilities for coordinating the activities of the Operational Evaluation Board (OEB)*
- *Coordination of the Joint Airworthiness Authorities (JAA) standardisation inspections for air operations (OPS), flight crew licensing (FCL) and flight simulators (FST)*
- *Preparation for approving Type Rating Training Organisations (TRTOs), Flight Training Organisations (FTOs) and Aero Medical Centres (AeMCs) in third countries.*
- *Preparation for issuing authorisations to third country operators wishing to operate to EASA countries*
- *Managing the first extension to OPS/FCL. Communicating to stakeholders, rule-making activities and studies to provide follow-up to the commitments taken by the European Commission*
- *Handling exemptions under EU-OPS, in particular as regards flight time limitation schemes*
- *Managing the second extension to aerodromes/ATM and environmental protection*

In 2009 EASA also set up the European Aviation Safety Advisory Committee (EASAC), including representatives from NAAs, industry, EUROCONTROL and the European Commission. EASAC's main function is to contribute to the achievement of a high level of civil aviation safety throughout Europe and enhance collaboration among all the partners involved. Its core activities are to share information, plan future safety priorities and propose implementation mechanisms. Objectives include advising on a European Aviation Safety Strategy and proposing a European Aviation Safety Programme and Plan.



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1.0 |



# PRODUCT CERTIFICATION

# 1.0

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Product certification encompasses airworthiness and environmental certification of aeronautical products, as well as related safety oversight activities during their lifecycle.

After the closure of the Joint Aviation Authorities (JAA) on 30 June, the Directorate took over additional responsibility in the activities of the Operational Evaluation Board (OEB). Memoranda of Understanding were concluded with several National Aviation Authorities and will remain in effect until the date of entry into force of the implementing rules for Operational Suitability, at which time EASA will become fully responsible for all related activities.

The Directorate further enhanced its oversight role to ensure the continued airworthiness of aeronautical products, parts and appliances.

A new challenge was the increasing number of projects from emerging countries entering the global aircraft market with new designs. While there are well-established relationships with traditional partners such as Canada, the USA and Brazil, the situation is different for newcomers like Japan, India, China and Russia, where more effort is needed on confidence building and developing working procedures.

1.1

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## **1.1 AIRWORTHINESS AND ENVIRONMENTAL CERTIFICATION OF AERONAUTICAL PRODUCTS, PARTS & APPLIANCES**

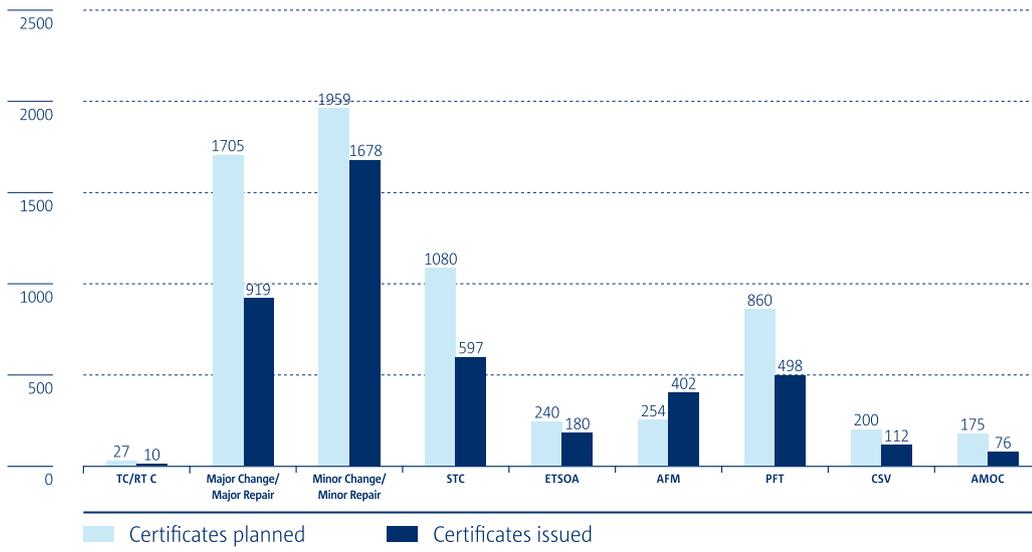
EASA is responsible for initial type design certification, approval of changes to type designs, approval of type-related repair solutions, approval of parts and appliances and other type-related approvals.

- **Trend of applications received**

While the number of ongoing large certification projects was stable, new applications submitted to the Agency for initial airworthiness and environmental certification were 15% down on expectations, to 5,582. This is probably a short-term trend resulting from the financial crisis and is expected to recover in 2010. The chart below details the number of certificates planned and issued during the year:

## Number of a certificates / approvals planned and issued (2009)

1.1



Approximately two-thirds of the applications related to approvals of changes to type designs and type-related repair solutions.

The majority of initial type design-related certification requests were triggered by the general aviation sector and included applications for the Cessna 162, Grob G-120 TP and Piper Sport. In addition, applications were received for large aircraft such as the Embraer EMB-550/545 and, for the first time, an application from Japan for a next-generation regional jetliner.

### ▪ Major ongoing multi-annual type certification programmes

Ongoing type certification projects include the Sukhoi Superjet 100 regional jet, Airbus A330-200F freighter, Airbus A400M military transport, Airbus A350 and the Eurocopter EC175 helicopter. In cooperation with the US Federal Aviation Administration, the Agency is also working on validating the Gulfstream G250 and G650 business jets and Boeing 747-8 and 787 airliners.

### ▪ Trend of certificates issued

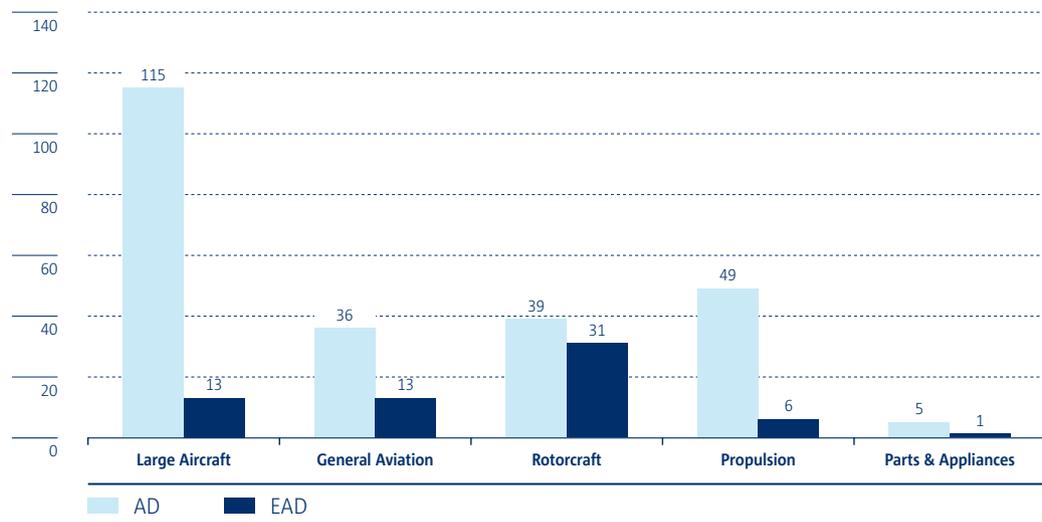
4,472 certificates were issued during the year, type certification being awarded for the Embraer EMB-500 light business jet, Bell 429 helicopter, Austro Engine E4 diesel engine and the WD4-51-051 propeller. Certification of the Antonov AN-26 transport and Kamov Ka-32A11BC helicopter was completed. Five new “Technical Advice Contracts” (TACs), were signed.

## 1.2 PRODUCT SAFETY OVERSIGHT

Maintaining continuing airworthiness during the lifecycle of approved aircraft, parts and appliances is considered one of the core elements of EASA's safety role. The aim is to enable the Agency to take appropriate measures before potential safety risks develop into serious events. EASA's work in this field is driven not by applicant demand, but by its safety objectives.

Tasks range from monitoring potential safety issues related to daily operations to collecting and analysing safety information, performing risk assessment and reacting without delay to safety issues, while disseminating the applicable mandatory information.

**During the year, EASA issued 244 Airworthiness Directives (ADs) and 60 Emergency ADs (EADs).**

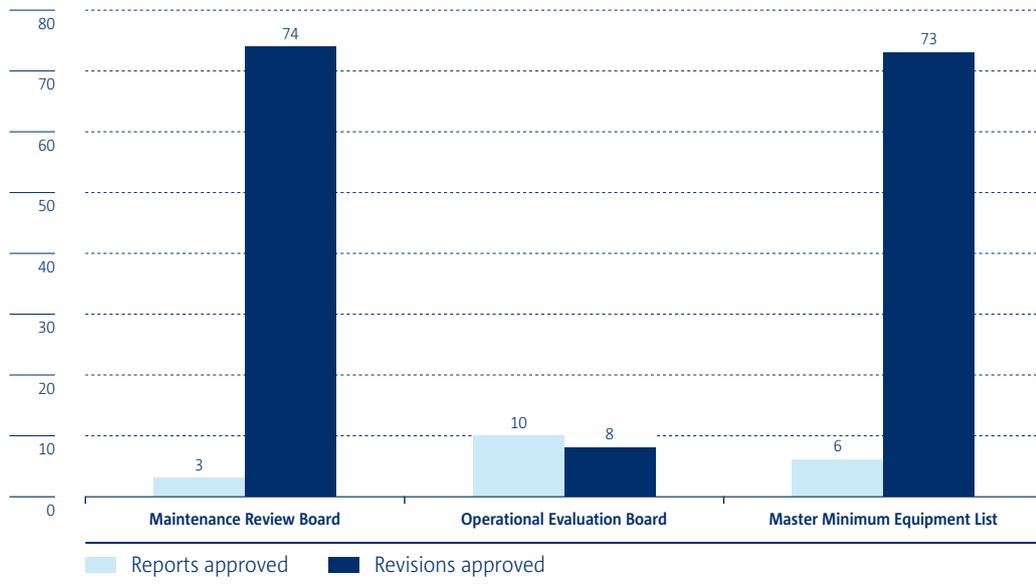


In order to boost the European efforts in improving aviation safety, the Directorate devoted substantial efforts to the analysis of accident and incident investigations, including the Air France accident that occurred in June 2009. For the first time EASA gave testimony to the public hearings held by the U.S. National Transportation Safety Board (NTSB) concerning the ditching of a US Airways Airbus A320 into New York's Hudson River and the accident involving the Empire Airlines ATR-42.

Furthermore, the Directorate exchanged expertise on a wide range of technical issues and forged close relations with international partners. Regular management meetings and sound communication lines were established in order to monitor potential shortcomings before they develop into real safety issues.

**1.3 OPERATIONS-RELATED CERTIFICATION TASKS**

These activities include the Maintenance Review Board (MRB) process and a wide range of Operational Evaluation Board (OEB) activities, including the approval of Master Minimum Equipment Lists (MMEL).





# ORGANISATION APPROVALS

# 2.0

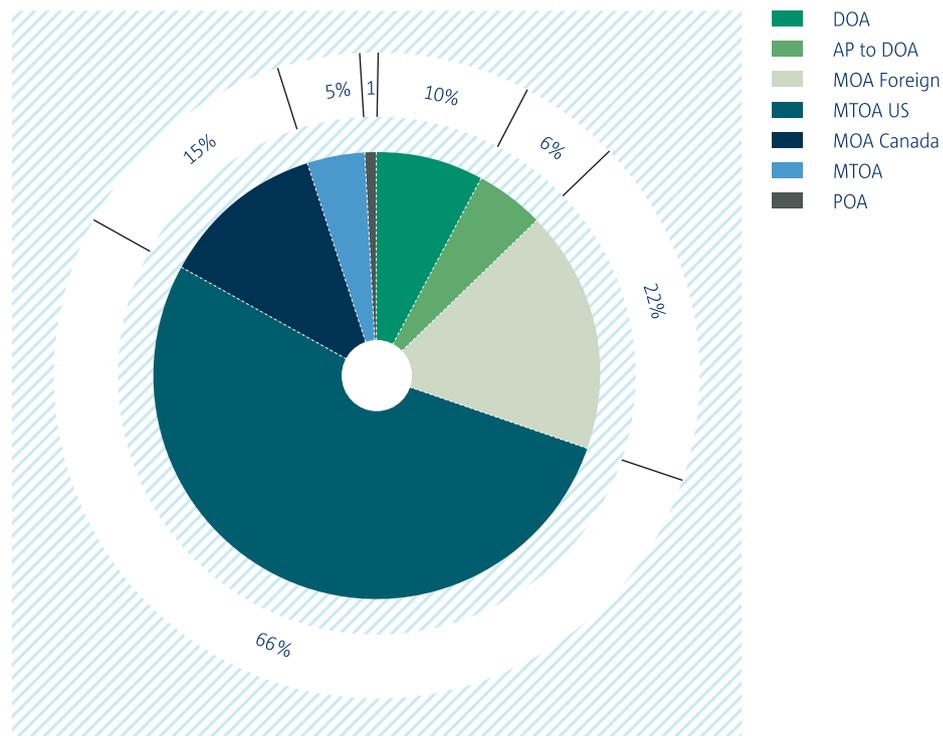
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<b>2.1</b>	Design Organisation Approvals	23
<b>2.2</b>	Maintenance / Continuing Airworthiness Organisation Approvals	23
<b>2.3</b>	Production Organisation Approvals	23

EASA is responsible for approving design organisations wherever they are located as well as those responsible for production, maintenance, maintenance training and continued airworthiness management outside the territory of the Member States. It also includes approving production organisations located outside the territory of one or more Member State(s) if requested by the Member State(s).

Organisation Approvals activities have grown steadily in all sectors since 2005, including Design Organisation Approvals, Maintenance and/or Continuing Airworthiness Organisation Approvals and Production Organisation Approvals. Cancellations are regularly outnumbered by new applications.

#### Newly approved organisations in 2009



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## 2.1 DESIGN ORGANISATION APPROVALS

2.1

Improvements in cooperation and communication were reviewed by the Certification and the Approvals & Standardisation Directorates and a report produced. As a result, internal working procedures will be updated and a web-based platform implemented as an information exchange tool.

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## 2.2 MAINTENANCE / CONTINUING AIRWORTHINESS ORGANISATION APPROVALS

2.2

In the majority of cases EASA outsources technical investigations and ongoing surveillance of organisations to Member State NAAs, ten of which have been accredited to-date. To maintain and develop their own expertise, in-house EASA experts deal with a limited number of approvals. In special cases, surveillance activities are carried out with the NAAs, on request, to verify the correct implementation of internal working procedures.

In addition to initial approvals and continued surveillance on foreign approvals, the MOA Section has been working together with the Agency's Rulemaking Directorate on rule interpretation and guidance material for applicants in the field of EASA Part 145, 147 and especially EASA Part M sub part G approvals.

The Continuing Airworthiness Organisations (CAO) team continued to work on the implementation of existing bilateral agreements and on further development of new bilateral agreements with our US and Canadian partners.

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## 2.3 PRODUCTION ORGANISATION APPROVALS

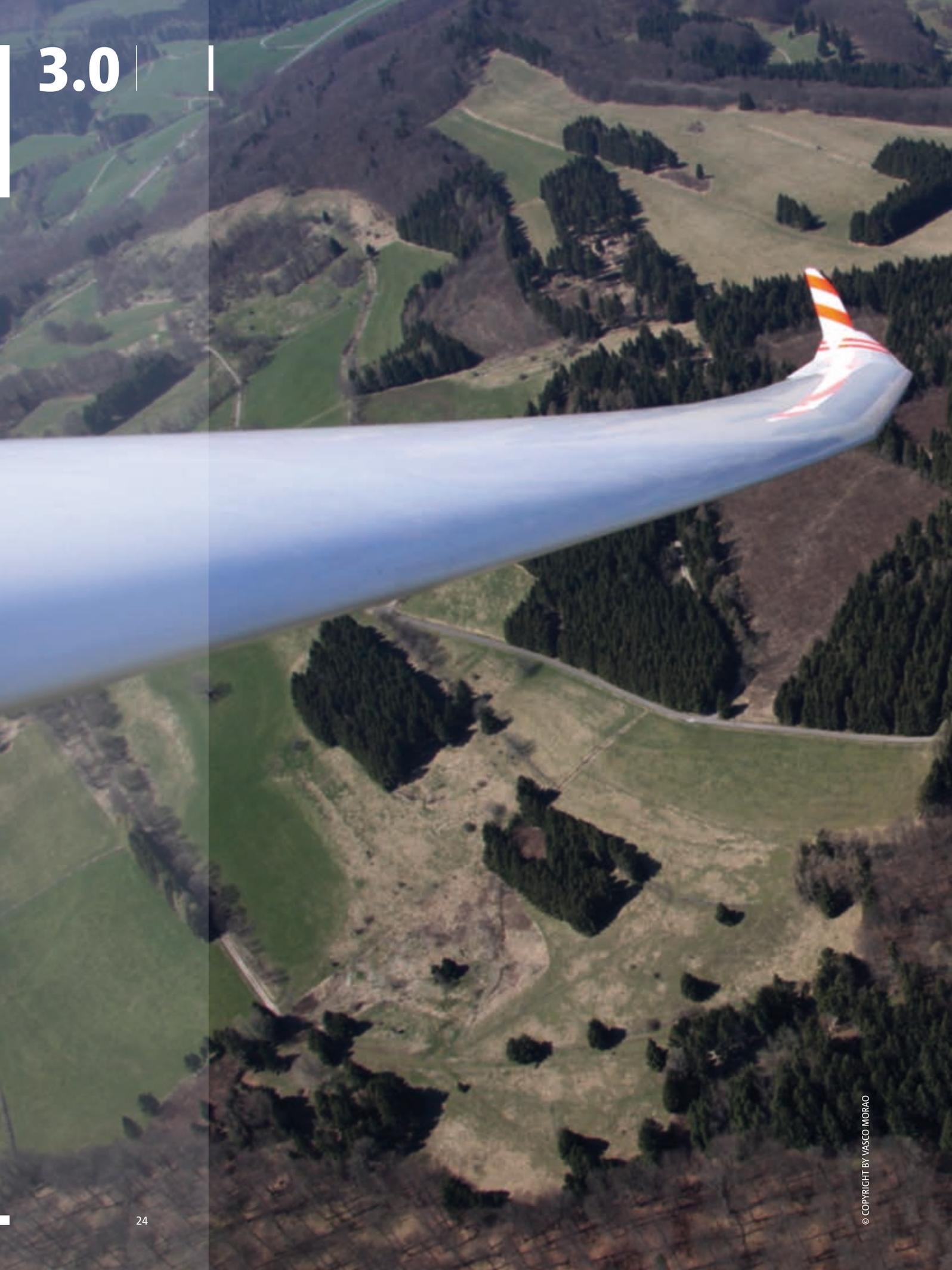
2.3

EASA delivered the first European Single Production Organisation Approval (SPOA) certificate on 21 July 2008. This replaced the previous national POAs issued by the French, German, Spanish and UK NAAs and has been extended to include the new Airbus Final Assembly Line (FAL) in Tianjin, China. The SPOA means that EASA is now acting as "State of Manufacture" for Airbus aircraft on behalf of the above-mentioned EU Member States and is issuing Export Certificates of Airworthiness (ECofAs) for Airbus aircraft exported beyond the European system.

The number of applications from Russian production organizations was unexpectedly low and is not developing as foreseen. EASA is therefore coordinating with the Interstate Aviation Committee (IAC) of Russia and Russian manufacturers to foster this process.

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3.0 |



# STANDARDISATION 3.0

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EASA assesses compliance with the requirements of the Basic Regulation and its Implementing Rules, through inspections of National Aviation Authorities.

In the areas of Initial and Continuing Airworthiness the Agency monitors Member States' implementation of the Basic Regulation and related Implementing Rules on behalf of the European Commission (EC). With respect to commercial air transport operation of aeroplanes Regulation (EEC) No 3922/1991 Annex III (EU-OPS) provides a legal framework, separate from the one established under the Basic Regulation. The applied standardisation process in this domain has been adapted – as far as possible – to Commission Regulation (EC) No 736/2006 in agreement with the European Commission. In other areas of Air Operations (OPS), as well as Flight Synthetic Training Devices (FSTD) and Flight Crew Licensing (FCL), the Joint Aviation Requirements (JARs) continue to provide the basis for standardisation activities.

During the year, the Standardisation Department began combining inspection visits in different areas to give the EC a global picture on the safety performance of each Member State, experience having shown that combined visits were more efficient.

As part of its strategy of pan-European co-operation, EASA's Standardisation Department invited Civil Aviation Authorities from EASA Member States, ECAA countries and other ECAC countries to standardisation meetings. These were aimed at sharing experiences in implementing regulations in an open, informal and constructive manner, reaching a common understanding of the rules and deciding on their application.

In 2009 the Standardisation Department continued to grow, mainly as a result of the build-up of the OPS and FCL sections. Standardisation inspection teams performed 85 visits. In addition, the Department was involved in 14 accreditation, 4 black list and 6 international standardisation visits, bringing the total number of visits to 109.

4.0 |



# RULEMAKING

# 4.0

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Rulemaking contributes to the production of all EU legislation and implementation material related to the regulation of civil aviation safety and environmental compatibility. It submits opinions to the European Commission and must be consulted by the Commission on any technical question in its field of competence.

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#### 4.1 RULEMAKING PROGRAMME

By the end of the year, the totality of the Rulemaking Programme had been implemented.

The Flight Standards and Product Safety Departments provided support to the ATM –Aerodromes Department due to its very limited resources and deadlines fixed by law. This led to a number of tasks being rescheduled.

Due to an accident in June 2009, the task relating to the activation of ice protection systems was accelerated and launched in August 2009 instead of early 2013. Several other tasks therefore had to be postponed.

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## 4.2 EXTENSION OF THE SCOPE

4.1

### ▪ First extension

Work on the first extension continued with the publication of the NPAs on Operational Suitability and Safety Directives on 16 January and on Air Operations of Community Operators on 30 January.

The prioritisation of rulemaking activities follows the timelines established by the Basic Regulation and has been agreed by the Commission and EASA as follows:

1. *Flight Crew Licensing*
2. *Commercial Air Transport*
3. *Medical requirements for pilots and cabin crew*
4. *Other operations such as aerial work, training flights and test flights*
5. *Non-commercial operations*
6. *Operational suitability data and safety directives*
7. *Safety assessment of aircraft*
8. *Third country operators*

### ▪ Second extension

The amendment to the Basic Regulation covering the safety regulation of air traffic management (ATM), air navigation services (ANS) and aerodromes was formally adopted by the EU Council on 7 September and entered into force on 14 December.

During the year, the Directorate continued to support the European Commission in preparing and prioritising implementing measures for the amended EASA Basic Regulation to cover the safety regulation of aerodromes and ATM/ANS. A joint note was presented to the SES Committee on 14 October.

On 3 December EASA reported to the SES Committee on the new joint European Commission/EASA approach for rulemaking priorities and process in ATM/ANS. As a result, the Commission and the SES Committee asked the Agency to use a “fast-track” approach to producing opinions to transpose SES safety rules (ANSP, ATCO & NSA) with minimal updates.

The Management Board concluded its strong support of SES II implementation, acknowledging the need to build on existing rule material, and emphasizing the importance of close cooperation between EASA and EUROCONTROL.

4.3

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**4.3 PREPARATION OF THE FOUR-YEAR RULEMAKING PROGRAMME (2010-2013)**

The four-year Rulemaking Programme was approved in December, the main aim being to prioritise rulemaking as agreed by the Management Board in September, which resulted in the transfer of 13 tasks from the 2009-2012 Programme. The structure and format of the four-year Programme template is being reviewed to accommodate feedback from the Management Board, the Safety Standards and Consultative Committee (SSCC) and the Advisory Group of National Authorities (AGNA).

4.4

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**4.4 CONSULTATION AND COOPERATION WITH STAKEHOLDERS**

Regarding the first extension, EASA established an improved communication strategy with stakeholders on the content and impact of the new rules. This included conferences and workshops in EASA, Member States and Third Countries as well as discussions on specific issues in smaller groups, as requested by stakeholders. In May 2009 the Agency launched its new web-based rulemaking handbook (e-tool) to facilitate access to EASA rules.

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## 4.5 OTHER ACTIVITIES

4.5

### ▪ EUROCONTROL

The Agency and EUROCONTROL prepared a partnership document (initially called “roadmap”), describing activities between the two organisations. This forms a key part of the measures necessary to meet the challenges facing ATM in a changing institutional environment and complements the SES roadmap. The draft partnership policy document was finalised during the year and is awaiting formal approval.

### ▪ ICAO

EASA continued its direct involvement in various ICAO Working Groups and Panels, increasing its cooperation with and support to ICAO on the development of new rules and standards.

The Agency also worked with the ICAO task force on aerodrome operations and services and in the ICAO study group for unmanned aircraft systems operations. It also participated in the meetings of the aircraft noise, aircraft emissions, and modeling and database task forces. Support was provided to the European Commission to prepare for the ICAO CAEP/8 meeting. Finally, the Agency organised the second meeting with AGNA on the follow-up of ICAO findings related to EASA regulations, and participated in the December meeting on halons replacement.

### ▪ Support to the European Commission

EASA provided technical advice to the Commission on Antonov-26 issues and halons replacement and contributed to the reply to parliamentary questions, notably on cabin air quality and child restraint devices.

### ▪ Rulemaking cooperation & participation in standardisation activities

Progress has been made subjects of common interest with the US Federal Aviation Administration (FAA) and Transport Canada Civil Aviation (TCCA). EASA continued its participation with EUROCAE and SAE on standardisation issues and with European standardisation organisations on ATM interoperability.



# INTERNATIONAL COOPERATION

## 5.0

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EASA helps establish working arrangements with foreign NAAs and assists the European Commission in the negotiation of Bilateral Air Safety Agreements (BASAs) in order to facilitate the free movement of European products and services worldwide.

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## 5.1 BILATERAL AGREEMENTS

EASA continued to support the European Commission on the entry into force of the EU/US Bilateral Agreement, in particular on the issue of inspections of foreign repair stations located within the Community which provide maintenance services to US airlines.

EASA and the Commission initiated activities related to the EU-Canada bilateral aviation safety agreement and is supporting negotiations on a bilateral agreement between the EC and Brazil on civil aviation safety and environmental compatibility.

In December the first round of negotiations for a BASA with Brazil took place in Brussels.

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## 5.2 WORKING ARRANGEMENTS

5.2

As part of the Mitsubishi MRJ regional jet project and the Joint Type Certification of the MBB-BK117/BK-117 helicopter, an EASA team visited the Japanese Civil Aviation Board (JCAB) to assess its certification activities and design organisation approval system.

Following the closure of the JAA in June, EASA co-operated with the European Commission to prepare Working Arrangements with the Civil Aviation Authorities of the following non-EASA countries in the European Civil Aviation Conference (ECAC) area: Albania, Armenia, Azerbaijan, Bosnia and Herzegovina, Croatia, Georgia, Moldova, Monaco, Montenegro, San Marino, Serbia, the Former Yugoslav Republic of Macedonia, Turkey and Ukraine.

SAA-Ukraine accepted the revision of the SAFA regulation and negotiations on a comprehensive aviation agreement will be resumed.

Working Arrangements were signed with China's CAAC to facilitate its validation of EASA certificates and to establish cooperation on the A320 aircraft family Final Assembly Line and delivery centre. Others were signed with the authorities of Vietnam regarding certification of Eurocopter rotorcraft and with Taiwan for European products. The Working Arrangement between EASA and JCAB was modified to include the validation of the Diamond Aircraft DA40D and DA42 and Agusta rotorcraft.

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## 5.3 TECHNICAL COOPERATION

5.3

EASA provided support to the European Commission in defining European Assistance projects and managing Community Programmes (e.g. South Asia, South-East Asia, India, China, Democratic Republic of Congo, Russia, Balkan countries, Mediterranean countries, and Central Asia).

The Agency's technical cooperation activities included:

- *The direct management of dedicated assistance programmes (Pakistan, South Asia, South-East Asia)*
- *Assistance to the COSCAP Programmes (South-Asia, South-East Asia, North Asia, Gulf countries and Community of Independent States)*
- *Assistance activities, such as internships and seminars, to support third countries' aviation authorities in their effort to improve their expertise*



# SAFETY ANALYSIS

# 6.0

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EASA acquires and analyses data to help improve the safety performance of the aviation system. It carries out studies, produces reports, follows up accident investigations, promotes safety initiatives and sets up, uses and disseminates safety-related information.

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6.1

## 6.1 FOLLOW-UP OF ACCIDENTS AND INCIDENTS

The Agency continues to strengthen its relationship with International Accident Investigation Organisations. Major accidents that were followed-up included:

- *Airbus A330, Reg. F-GZCP fatal accident over the Atlantic*
- *Airbus A320, Reg. N106US accident in New York*
- *Airbus A310, Reg. 7O-ADJ fatal accident near the Comoros Islands*
- *ATR-320, Reg. N902FX accident at Lubbock, Texas*
- *Boeing 737-800, Reg. TC-JGE fatal accident in Amsterdam*
- *Airbus A320, Reg. D-AXLA, fatal accident in Canet-Plage (FR)*
- *AS332L2 Helicopter, Reg. G-REDL fatal accident in the North Sea*

The Agency participated in ECAC, ISASI and GAMA meetings, working on improvements in cooperation and knowledge with the investigators. Towards the end of the year new European legislation was proposed by the Commission.

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6.2

## 6.2 DATA TO ENHANCE SAFETY

Using the safety data infrastructure built over the last four years the Safety Analysis Section continued to support the internal functions of the Agency.

EASA provided data and expertise to support the work of the ICAO Safety Indicator Study Group (SISG). Beyond this, Safety Analysis contributed to the development of taxonomies for occurrence reporting and improved internal work processes.

A survey of light aircraft accidents in EASA Member States was undertaken. The Agency published the 2008 Annual Safety Review. A stakeholder survey was conducted which indicated that the Review was valued by the aviation community.

The Safety Analysis Section contributed to the work of the Agency's Internal Safety Committee (ISC) by providing regular updates on emerging safety trends. Working papers provided to the ISC included: Flight Test Accidents, TCAS II Version 7.1 in European Airspace, Helicopter Ditching, Training and Access to Data and Occurrence Reporting.

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### 6.3 PROMOTING SAFETY WORLDWIDE

6.3

The European Strategic Safety Initiative (ESSI) is an aviation safety partnership between EASA, other regulators and the aviation industry involving more than 150 organisations and 600 individuals. The Agency's Safety Analysis & Research Department supported the initiative. In 2009, ESSI became a member of the Editorial Board of SKYbrary and towards the end of the year a link was established with the European Aviation Safety Programme (EASP).

- **European Commercial Aviation Safety Team (ECAST)**

*Co-chaired by IATA and EASA, ECAST monitored the implementation of action plans inherited from the JSSI, advanced its work on Ground Safety and published best practice material on SMS. ECAST promotes the use of the Airlines Risk Management Solutions (ARMS) methodology that was developed by the ARMS team.*

- **European Helicopter Safety Team (EHEST)**

*Working with nine analysis teams across Europe, EHEST released a preliminary analysis of European accidents between 2000-2005. Results were presented at the EASA Rotorcraft Symposium and International Helicopter Safety Symposium in Montreal. To address high priority topics, three implementation teams were set up on Operations and SMS, Training, and Regulation. Cooperation within the International Helicopter Safety Team (IHST) was strengthened.*

- **European General Aviation Safety Team (EGAST)**

*The European General Aviation Safety Team (EGAST) published its first safety promotion material, on the prevention of loss of control in-flight, the primary cause of fatal accidents in General Aviation, and on collision avoidance, in cooperation with UK's CAA and France's IASA. Activities were also launched on data collection and on prospective safety (identifying today the risks of tomorrow). At international level, contacts were reinforced with the US Federal Aviation Administration's Safety Team.*



# RESEARCH

# 7.0

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## 7.1 Research Projects and Studies

43

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EASA launches and manages research into safety and environmental protection, supports rulemaking tasks, develops and finances research projects and coordinates them with those of the European Commission and Member States.

During the year the Internal Research Committee (IRC), created in 2007, established and documented 25 priority proposals covering different technical areas.

The European Aviation Research Partnership Group (EARPG), also established in 2007, helps co-ordinate the Agency's research activities with those of the European Commission and Member States and is developing a common short-term plan for safety-related research activities.

Information about EASA's research projects and studies is regularly provided to its Stakeholders through the organisation of technical workshops or publications. The EASA Research internet page [www.easa.europa.eu/safety-and-research/research.php](http://www.easa.europa.eu/safety-and-research/research.php) contains study reports and related information.

---

## 7.1 RESEARCH PROJECTS AND STUDIES

7.1

Seven projects and studies worth €2.3 million were carried out in 2009:

- *Load upon Impact Behaviour of Composite Structure*
- *Safety Aspects of Pulse Oxygen Systems*
- *Mode-S Transponder in High Traffic Density Airspace*
- *Microlights*
- *Aviation Economic Modelling Capability for Environmental Regulatory Impact assessment*
- *State of the implementation of the provisions contained in ICAO Annex 14*
- *Sampling And Measurement of Aircraft Particulate Emissions*



# SAFETY ASSESSMENT OF FOREIGN AIRCRAFT 8.0 (SAFA)

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EASA's obligations relating to the European Community's Safety Assessment of Foreign Aircraft (SAFA) programme include analysing and reporting on the data gathered from SAFA ramp inspections, fostering the implementation of training courses, providing proposals for manuals and standardising SAFA activities.

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## 8.1 SAFA ANALYSIS

8.1

SAFA methodology was improved to add new indicators, and all analyses are now preceded by a quality review aimed at identifying reporting errors. Numerous analyses were performed in support of cases that are being investigated in accordance with Commission Regulation 2111/2005 establishing a list of carriers banned from flying into EU territory.

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## 8.2 SAFA DATABASE

8.2

A new capability was made available allowing on-line access by third states to SAFA reports on operators certified in that state.

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## 8.3 SAFA GUIDANCE MATERIAL

8.3

A second set of Guidance Material was developed and approved in 2009, thus fully discharging the responsibilities that were imposed on the Agency by the Commission Directive 2008/49/EC. This set of Guidance Material contains detailed procedures for the performance of ramp inspections, reporting and follow-up. It also contains an extensive set of “Pre-described findings”, which establishes a taxonomic system for the reporting of findings. The new taxonomy was transposed into the SAFA database, thus enabling a seamless integration between technology and regulatory support which will guarantee a substantial improvement to the SAFA data.

---

## 8.4 SAFA STANDARDISATION

8.4

Recognising the increasing need for standardisation, all SAFA participating states at the ESSG meeting in Dubrovnik agreed with the Terms of Reference proposed by EASA enlarging the scope of SAFA standardisation audits to cover the entire spectrum of activities associated with the SAFA Programme. Four visits were made, to Luxembourg, Lithuania, Sweden and Switzerland. An additional standardisation visit was carried out in Portugal.



# SUPPORT ACTIVITIES 9.0

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EASA's support encompass the general management and administration of the Agency. This includes the overall organisation (management support, planning activities, general coordination), communication support, legal advice, audit and quality support. Furthermore, administrative and IS support (finance, HR management, procurement, corporate services and information services) and operational support (application management, safety investigation, accreditation, technical training, research, NAA contracts) are covered by the activities.

---

## 9.1 MANAGEMENT AND PROCUREMENT SERVICES

9.1

### ▪ General contracts

26 tenders encompassing operational & administrative requirements were finalised, with a total value of €34 million.

### ▪ Management of applications

Work on a revised Fees & Charges Regulation continued. A flat-fee system for the Fees & Charges Regulation was agreed after discussions with the European Commission and industry.

### ▪ Management of outsourcing contracts with NAAs

EASA took over the activities of the former Joint Operations Evaluation Board (JOEB) and coordination of Flight Simulator Training Devices and several EASA-NAA Memoranda of Understanding were implemented.

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## 9.2 TECHNICAL TRAINING

9.2

Training activities included consolidating training for all core business activities as well as introducing new elements. The e-examination system was extended, with the signature of more than 20 contracts with Training Providers and Industry. The system was also made available free of charge to all NAAs, to be used exclusively as an internal benchmark for their staff. EASA also acquired and developed a number of web-based courses (e-learning). The 2009 technical training activities included 114 courses sessions provided with a total number of 729 attendees.



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# DIRECTORS

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## EXECUTIVE DIRECTOR

Patrick Goudou

---

## RULEMAKING DIRECTOR

Jules Kneepkens

---

## CERTIFICATION DIRECTOR

Dr Norbert Lohl

---

## APPROVALS AND STANDARDISATION DIRECTOR

Francesco Banal

---

## FINANCE AND BUSINESS SERVICES DIRECTOR

Luc Vanheel

---

# MANAGEMENT BOARD MEMBERS

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## CHAIR OF THE MANAGEMENT BOARD

Mr Michael Smethers

---

## DEPUTY CHAIR OF THE MANAGEMENT BOARD

Mr Maxime Coffin

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*ALTERNATE MEMBER* **Mr Manfred BIALONCZYK**  
Bundesministerium für Verkehr, Innovation und Technologie

---

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Service public fédéral Mobilité et Transport, Direction générale Transport aérien

*ALTERNATE MEMBER* **Mr Benoît VAN NOTEN** Conseiller général,  
Service public fédéral Mobilité et Transport, Direction générale Transport aérien

---

**BULGARIA** *MEMBER* **Mr Tilko PETROV**  
Director General, Civil Aviation Administration

*ALTERNATE MEMBER* **Ms Eleonora DOBREVA**  
Chief International Relations Expert, Civil Aviation Administration

---

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Director, Department of Civil Aviation, Ministry of Communications and Works

*ALTERNATE MEMBER* **Mr Andreas PASPALIDES** Head of Safety Regulatory Unit,  
Department of Civil Aviation, Ministry of Communications and Works

---

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General Director CAA CZ, Civil Aviation Authority of the Czech Republic

*ALTERNATE MEMBER* **Mr Vítězslav HEZKÝ** Director of Standardization and Aviation  
Regulation Dept., Civil Aviation Authority of the Czech Republic

---

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Director General of Civil Aviation Civil Aviation Administration Denmark

*ALTERNATE MEMBER* **Mr Per VEINGBERG**  
Director Safety Inspection, Civil Aviation Administration Denmark

---

**ESTONIA** *MEMBER* **Mr Koit KASKEL**  
Director General, Civil Aviation Administration

*ALTERNATE MEMBER* **Ms Marve ALLIK**  
Adviser of the Legal Department, Civil Aviation Administration

---

# MANAGEMENT BOARD MEMBERS

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**Mr Kim SALONEN**

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ALTERNATE MEMBER

**Mr Topi SIRÉN**

Transport Policy Department, Finnish Transport Safety Agency (TraFi)

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ALTERNATE MEMBER

**Ms Florence ROUSSE** Directrice de la régulation économique à la DGAC, Direction Générale de l'Aviation Civile (DGAC/DCS)

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**Mr Josef SCHILLER** Director Airworthiness – Aviation and Space Division, Bundesministerium für Verkehr, Bau und Stadtentwicklung

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Governor of the Hellenic CAA

ALTERNATE MEMBER

**Mr Vasilis ILIOU**

Deputy Governor of Hellenic CAA

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ALTERNATE MEMBER

**Mr Zoltan KESZTHELYI**

Ministry of Transport, Communication and Energy

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MEMBER

**Mr Pétur K. MAACK**

Director General, Civil Aviation Administration

ALTERNATE MEMBER

**Mr Einar Orn HEDINSSON**

Head of Flight Safety, Civil Aviation Administration

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ALTERNATE MEMBER

**Mr Seamus RYAN** Director,

Aviation Regulation and International Relations Division, Department of Transport

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ALTERNATE MEMBER

**Mr Giuseppe Daniele CARRABBA**

Head of Safety Regulation, Ente Nazionale per l'Aviazione Civile

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*ALTERNATE MEMBER* **Ms Claude WAGENER** Conseillère de direction adjointe,  
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*ALTERNATE MEMBER* N/A

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*ALTERNATE MEMBER* **Mr Jan-Dirk STEENBERGEN**  
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*ALTERNATE MEMBER* **Mr Tomasz KADZIOLKA**  
 Vice-President Aviation Standards, Civil Aviation Office

# MANAGEMENT BOARD MEMBERS

---

## PORTUGAL

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ALTERNATE MEMBER

**Mr Alfredo Anacleto SANTOS** as Member of the Board of INAC, Instituto Nacional da Aviação Civil (Aeroporto de Lisboa)

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**Ms Claudia VIRLAN**  
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ALTERNATE MEMBER

**Mr Tudorel ROMAN**  
Airworthiness Director of the Romanian CAA

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ALTERNATE MEMBER

**Mr Martin NEMECEK**  
Director of Executive Office, Civil Aviation Authority

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ALTERNATE MEMBER

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ALTERNATE MEMBER

**Ms Siv GUSTAVSSON**  
Director Näringsdepartementet Ministry of Enterprise, Energy and Communications

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**Mr Marcel ZUCKSCHWERDT** Director Aviation Policy and Strategy Division, Federal Office of Civil Aviation, Department of the Environment, Transport, Energy and Communications

ALTERNATE MEMBER

**Mr Werner BOSCH** Head of the Aircraft Safety Division, Federal Office of Civil Aviation, Department of the Environment, Transport, Energy and Communications

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## UNITED KINGDOM

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ALTERNATE MEMBER

**Mr Francis MORGAN**  
Head of Division, International Aviation and Safety, Department of Transport

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## MANAGEMENT BOARD MEMBERS

### EUROPEAN COMMISSION

MEMBER

**Mr Zoltan KAZATSAY**

Deputy Director-General, Directorate General for Mobility and Transport

ALTERNATE MEMBER

**Mr Eckard SEEBOHM**

Head of Unit – Air Safety, Directorate General for Mobility and Transport

## FINANCIAL

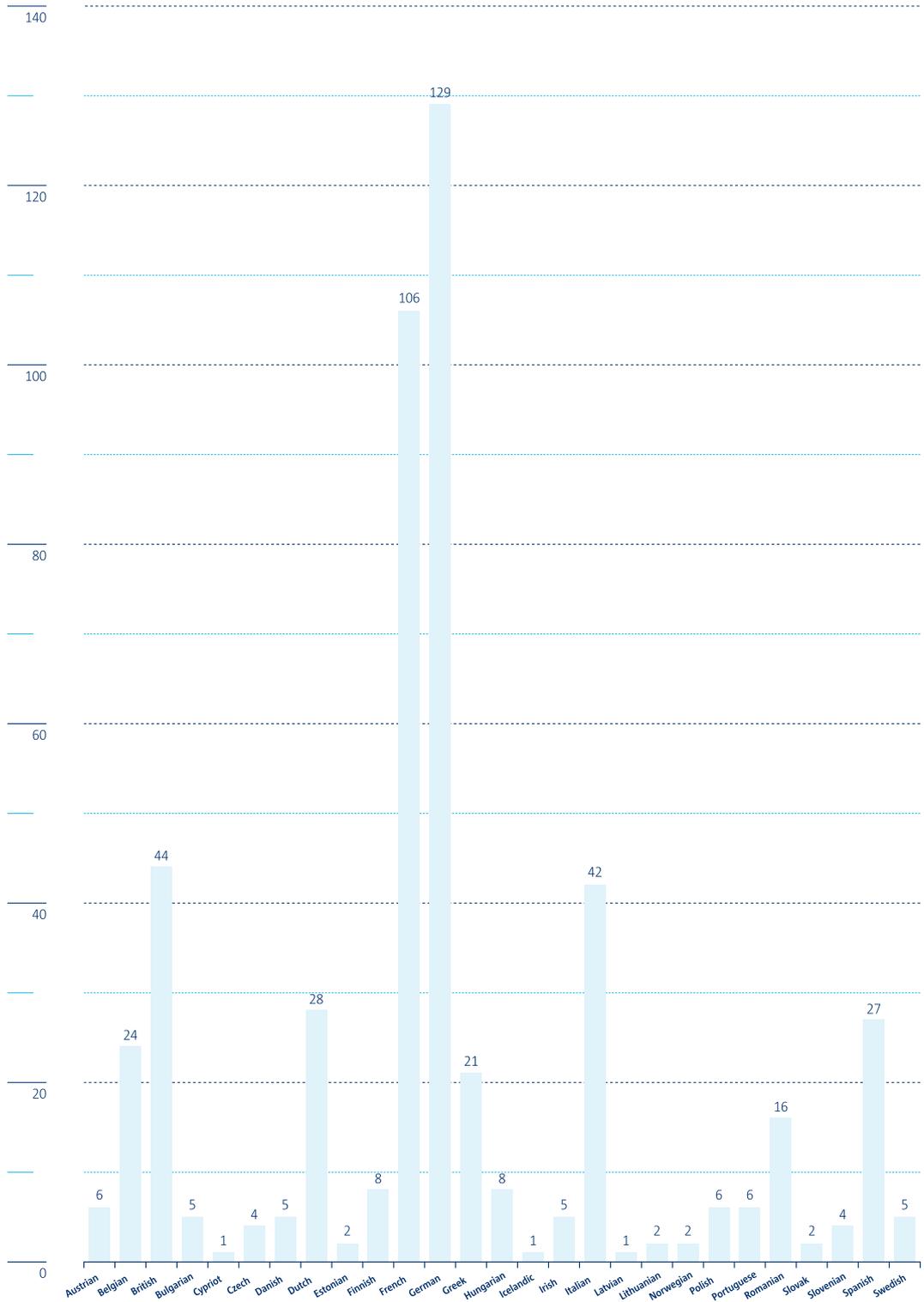
INCOME FROM CERTIFICATION ACTIVITIES	€ 62.2 million
INCOME FROM REGULATORY ACTIVITIES	€ 35.1 million
TOTAL	€ 97.4 million

## STAFFING

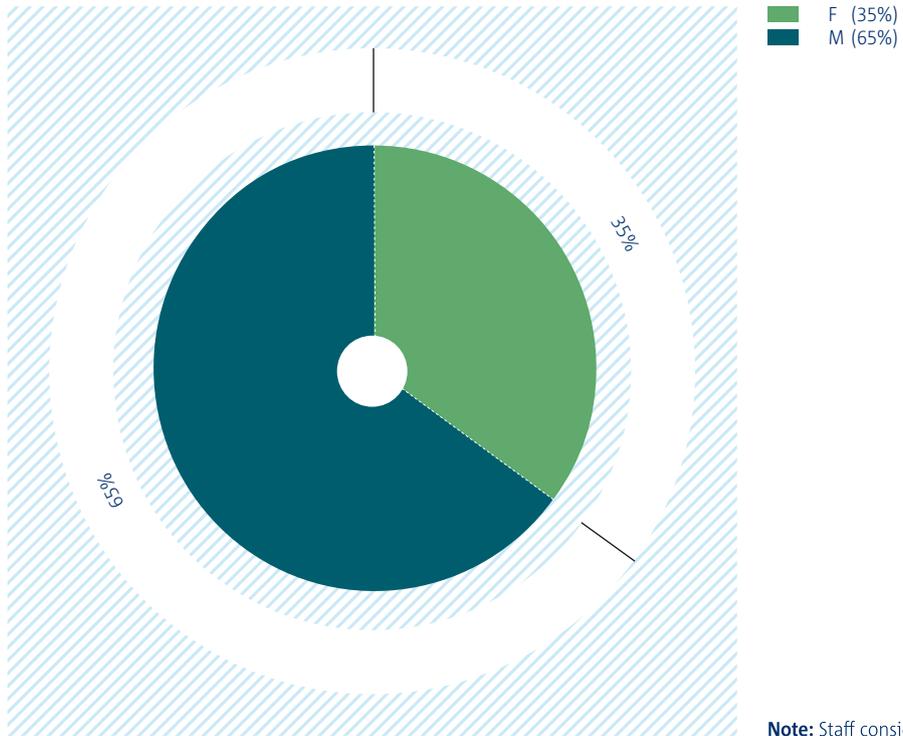
TOTAL STAFF	460 <sup>1</sup>
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<sup>1</sup> This figure includes only Temporary Agents (TA). In addition, 49 Contract Agents (CA) and 6 Seconded National Experts (SNE) have been employed at the end of 2009.

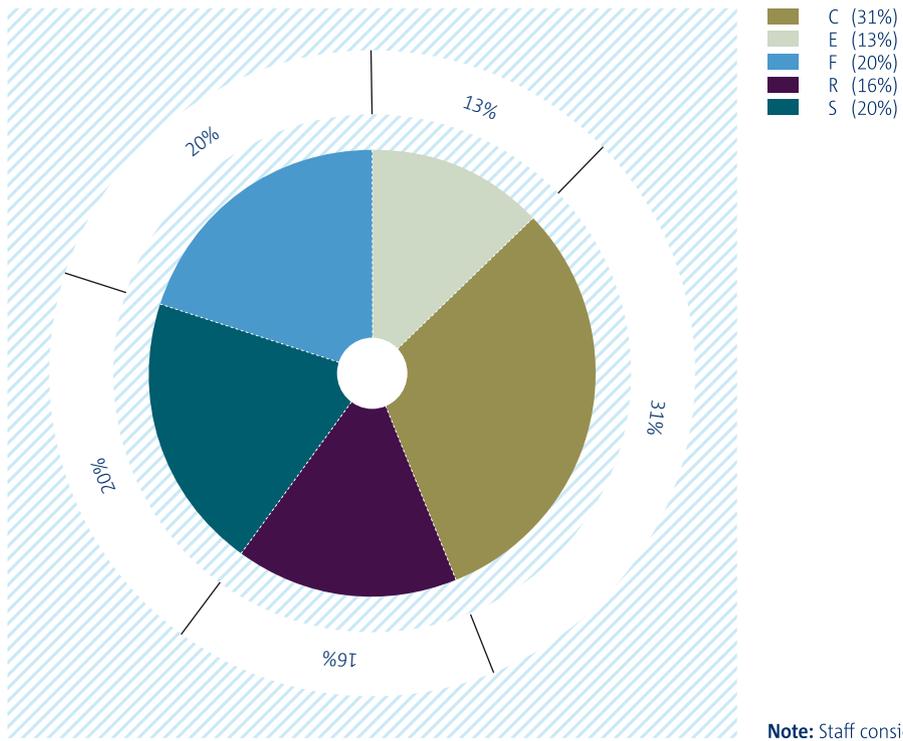
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### Gender Distribution



### Staff Distribution by Directorate



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