



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

ANNUAL REPORT 2008

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INTRODUCTION

Created by a European Regulation in 2002, EASA is the centrepiece of the EU's strategy to maintain and improve aviation safety in Europe. The Agency's mission is "to promote and achieve the highest common standards of safety and environmental protection in civil aviation".

Based in part on the experience of the former Joint Aviation Authorities, the Agency has become the central aviation safety regulator in the EU and a reliable counterpart to aviation authorities worldwide, such as the Federal Aviation Administration (FAA) of the United States.

Having started with airworthiness certification and related standardisation activities, EASA's portfolio was extended considerably in 2008 to include rulemaking of air operations, pilot licensing and oversight of third country operators.

EASA is now preparing to take over responsibility for the safety of aerodromes, air traffic management and air navigation services.

EXECUTIVE SUMMARY

The Annual Report provides detailed descriptions of the Agency's principal activities: product certification, organisations approvals, standardisation, rulemaking, international cooperation, safety analysis, research, and safety assessment of foreign aircraft.

EASA's product certification workload is increasing year-on-year, while its product safety oversight activities led to several Airworthiness Directives being issued during 2008. Continuing Airworthiness tasks include maintaining close cooperation and coordination with National Aviation Authorities (NAAs) and working towards improved cooperation on the international level.

A major milestone during 2008 was the Agency's award of the first European Single Production Organisation Approval certificate to Airbus, which replaces the previous national Production Organisation Approvals issued by the French, German, Spanish and UK NAAs. This year also saw the first Export Certificates of Airworthiness issued. EASA's efforts to coordinate standardisation of European rules and regulations increased during 2008 as it continued taking over work previously carried out by the JAA. Standardisation visits on Initial and Continuing Airworthiness were made to a total of 25 countries.

The Rulemaking Directorate fully completed its revised work programme, delivering several opinions and decisions as well as developing draft rules on flight crew licensing and other important areas. A four-year Rulemaking Programme was approved and a number of workshops held to obtain feedback on EASA's rulemaking procedures. The Agency also took a more active role on International Civil Aviation Organisation (ICAO) panels and task forces.

International cooperation activities centred on improving communications with a number of aeronautical authorities, with the aim of concluding new working arrangements or expanding the existing ones. Technical cooperation took the form of assistance projects in several countries and through ICAO steering committees and associated meetings.

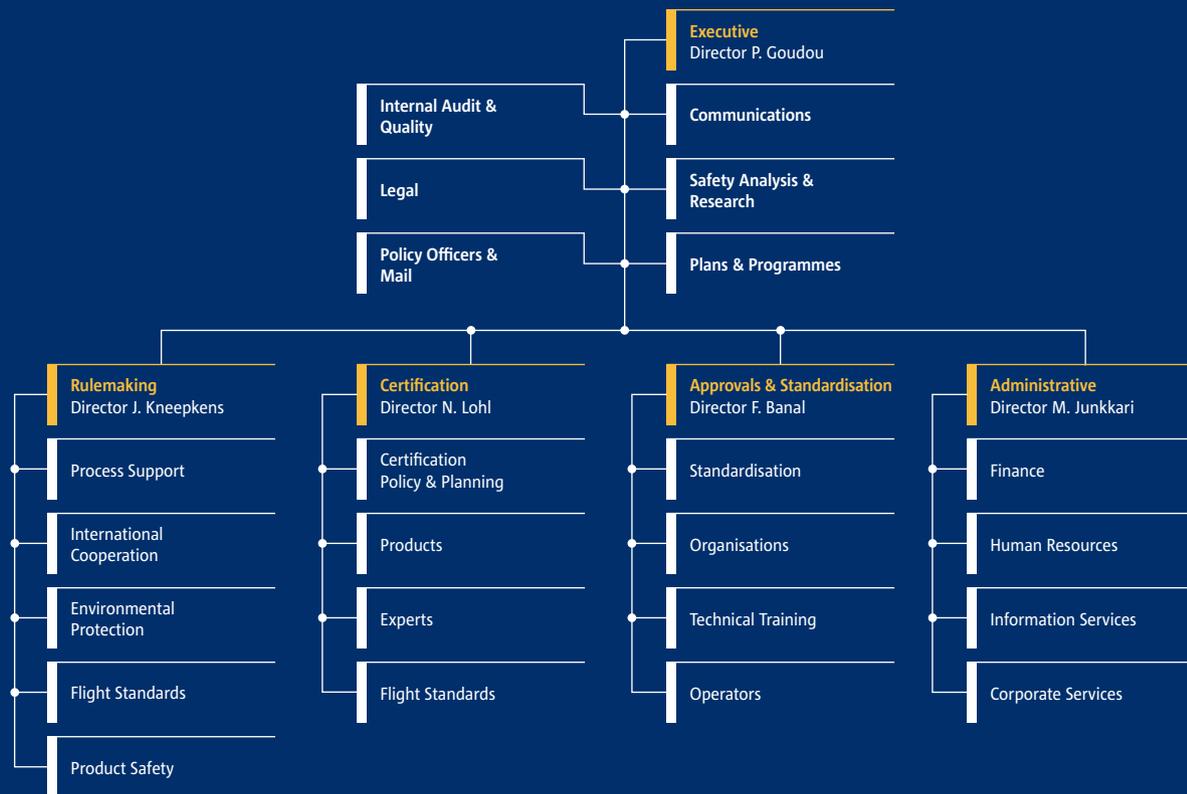
EASA made significant contributions to safety analysis during the year and strengthened its relationships with European accident investigation bodies. Its role as collector and supplier of data was consolidated, and its Safety Analysis Section produced working papers on emerging safety trends in several areas. The Agency also worked with regulators and the aviation industry on the European Strategic Safety Initiative (ESSI), which has become recognised as a leading programme of its kind worldwide.

The Agency funded €1.46 million-worth of research during the year, as well as participating in numerous European research initiatives, including the European Commission's SESAR air traffic management programme. Research instigated by EASA is coordinated with that funded by the Commission and Member States through the European Aviation Research Partnership Group, established in 2007.

A key Agency activity is ensuring that foreign aircraft flying in European airspace comply with European Commission legislation in the Safety Assessment of Foreign Aircraft (SAFA) programme. As well as continually upgrading the SAFA database, EASA produces material setting out criteria for SAFA inspections. Finally, the report details some of the Agency's support roles, including financial and budgetary activities.



EASA ORGANISATIONAL STRUCTURE 2008





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EASA IN DETAIL

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PRODUCT CERTIFICATION

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The work carried out by EASA's Certification Directorate was broadened to include several new tasks, including certification of foreign flight simulators and those previously undertaken by the Flight Standards Department, such as transitioning certification activities from EASA's predecessor, the Joint Aviation Authorities.

Since its establishment the Agency has outsourced part of its certification projects to National Aviation Authorities. In 2008, the amount of work carried out internally increased to 63%. A "Pool of Experts" database was also established to improve access to certification experts for NAAs performing Annex II activities.

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

It has been a busy year for certification approvals, with 7,283 applications received, against 6,403 in 2007, more than 500 above the number expected.

In November, the Eclipse 500 Very Light Jet received EASA type certification, followed in January 2009 by the Tupolev Tu204-120CE, the first approval of a transport aircraft from the Community of Independent States.

There were no applications for certification of large transport aircraft during the year, but requests for several new aircraft were received, including the Diamond DA50 all-composite single-engined light aircraft, Viking DHC-6 400 series, Bell 429 helicopter, Rolls-Royce Trent XWB widebody turbofan engine series and Helix H50 propeller.

Ongoing certification programmes are underway for the Airbus A350, Boeing 787, Boeing 777F Freighter, A400M military transport, Dassault Falcon 2000LX business jet, Embraer ERJ 190-100ECJ regional jet and Eurocopter EC 175 helicopter.

The level of minor change and repair approvals is expected to decrease over the next few years as the number of approved design organisations grows. Fewer applications will also come from non-EU organisations owing to the automatic recognition provisions contained in Bilateral Agreements.

For the first time EASA concluded “Technical Advice Contracts”, which enable applicants to consult the Agency before making an application and to receive advice on certification methods that will be applied to new technologies. Four such contracts were signed during 2008.

1.2 PRODUCT SAFETY OVERSIGHT

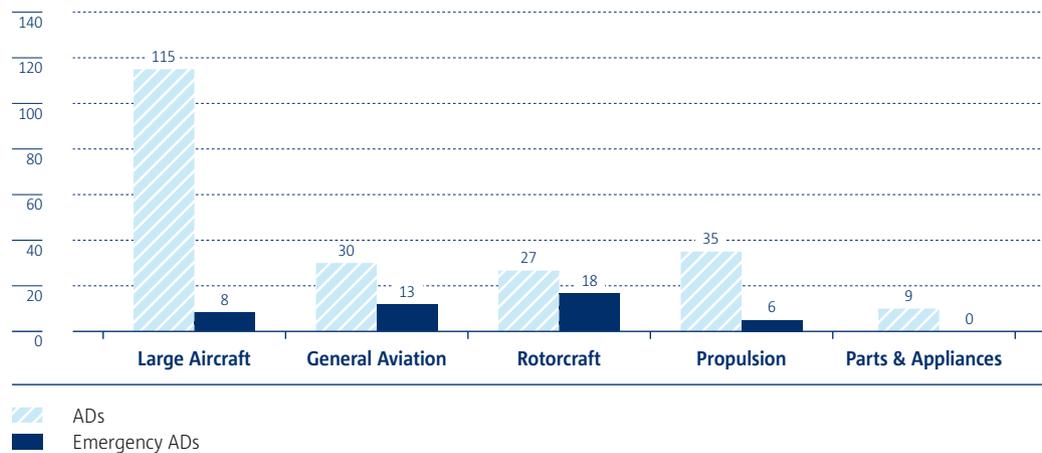
One of EASA's most important tasks is guarantee that aircraft remain airworthy throughout their service life. Its Continuing Airworthiness programme is a proactive approach warranting full compliance with the Agency's safety targets, aiming to ensure that appropriate measures are taken before potential safety issues become serious events.

Limited resources and the need for urgent handling of new cases meant that only 72% of Continuing Airworthiness work planned for 2008 could be carried out. Nevertheless, EASA issued 216 Airworthiness Directives (ADs) during the year and 45 Emergency ADs. The chart below shows the breakdown of ADs per category.

Several longer-term Continuing Airworthiness actions were also undertaken, including the A380 Airworthiness Network of Communications, designed to ensure that any deficiencies found in the few Airbus A380s currently in service are monitored and actions taken. To this end, EASA has now established permanent links with the Civil Aviation Authorities of the United Arab Emirates (UAE), Australia and Singapore.

A "lessons learned" meeting took place with the Norwegian, Danish and Swedish Civil Aviation Authorities concerning the landing gear problems of the Bombardier Q400 (Dash 8). The Directorate was also involved in the investigations into the British Airways Boeing 777 accident in London in early 2008 and the Spanair Boeing MD-82 accident in August 2008.

Airworthiness Directives in 2008



1.3 OPERATIONS-RELATED CERTIFICATION TASKS

One of the four departments in the Certification Directorate, the Flight Standards Department recruited staff and drafted new procedures during 2008 as part of its role in the transition of certification activities from the JAA. The Department is involved in the Maintenance Review Board process and the Joint Operational Evaluation Board, including the approval of the Master Minimum Equipment List and Cabin Crew activities.

The Certification Directorate supported visits to NAAs to assess their capability for carrying out certain certification tasks. Various rulemaking activities were undertaken, including reviewing and commenting on draft Notices of Proposed Amendment (NPA), drafting a concept paper for better regulation in General Aviation and presenting the proposed regulatory approach to sub-orbital aeroplanes. The Agency also organised the FAA-EASA Seminar on Fuel Tank Flammability Reduction.

The Directorate assisted in the preparation of the agreement between the USA and European Community on cooperation in civil aviation safety regulation, taking account of the Technical Implementing Rules of the EU-Canada bilateral agreement. Support for a number of Design Organisation Approval (DOA) audits was also provided.

2.0



ORGANISATION APPROVALS

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2.1 DESIGN ORGANISATION APPROVALS

Several Design Organisation Approval (DOA) holders have applied for an extension of their privileges to include the approval of flight conditions and the issuance of a Permit to Fly certificate. 24 organisations have already obtained privileges.

Activities are increasingly being internalised, 24 additional organisations having been transferred to EASA during 2008. By the end of the year, 244 DOAs had been issued, of which 170 were internalised by EASA. 74 remain with NAAs, and by the end of the year 72 were still under initial assessment.

2.2 MAINTENANCE / CONTINUING AIRWORTHINESS ORGANISATION APPROVALS

The majority of technical investigations and responsibility for continuing surveillance of Maintenance and Continuing Airworthiness are now being outsourced to NAAs, ten of which had been accredited by the end of the year. EASA's in-house experts deal with a limited number of approvals directly in order to maintain and develop the expertise needed to manage NAA activity.

In addition to initial approvals and continued surveillance on foreign approvals, the Maintenance Organisation Approval Section (MOA) has been working together with the Rulemaking Directorate on interpretation of rules and guidance material for applicants in the field of EASA Part 145, 147 and especially EASA Part M subpart G approvals. The Continuing Airworthiness Organisation team also ensured a smooth transition from existing bilaterals to the new EU-US Bilateral / EU-TCCA (Transport Canada Civil Aviation) Agreements.

2.3 PRODUCTION ORGANISATION APPROVALS

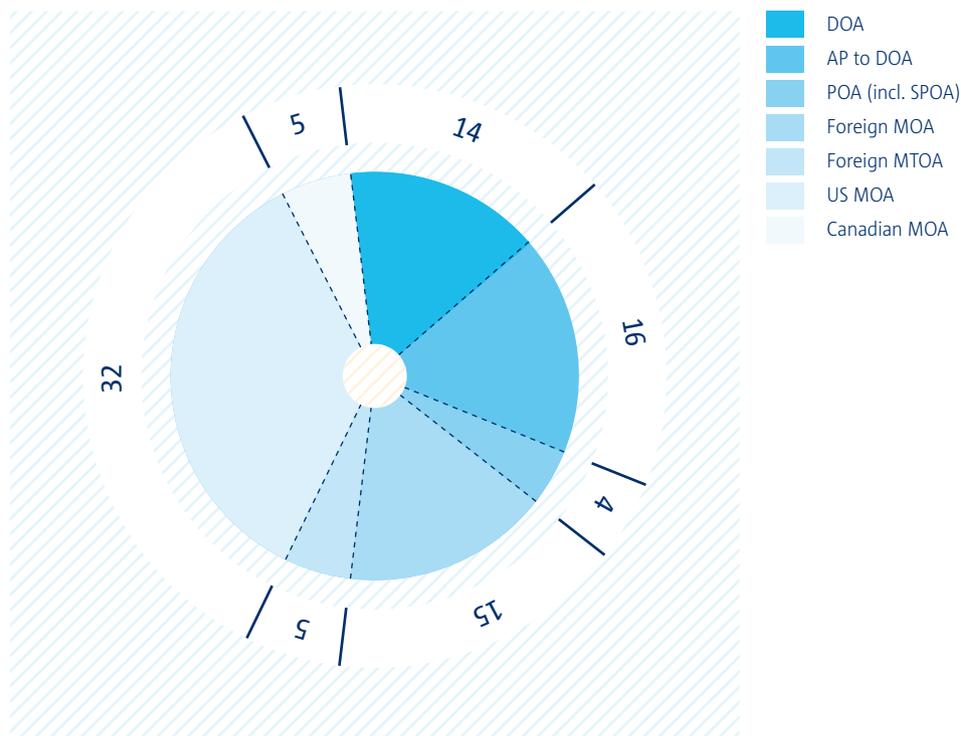
On 21 July EASA awarded Airbus the first European Single Production Organisation Approval (SPOA) certificate, which replaces the previous national Production Organisation Approvals (POAs) issued by the French, German, Spanish and UK NAAs. The event followed a lengthy assessment carried out by EASA and a team of NAA experts from the above countries and means that EASA now acts as the State of Manufacture for Airbus aircraft on their behalf. SPOA surveillance will continue under EASA leadership with NAA staff seconded to the project from the French, German, Spanish, and UK NAAs.

From July 2008 the Agency began issuing Export Certificates of Airworthiness for aircraft exported to foreign states outside the European system. The procedure for issuing such certificates for new Airbus aircraft was achieved with support from the French and German civil aviation authorities and EASA's Plans and Programmes Department.

Preparations for the extension of the Airbus SPOA to cover the new Final Assembly Line (FAL) in Tianjin, China have begun. Contacts with the Chinese civil aviation authority on production facilities of two EASA POA holders and the Airbus FAL have been strengthened, while the procedure for issuing EASA Export Certificates of Airworthiness for aircraft manufactured in China have been implemented.

EASA's International Cooperation Department helps negotiate agreements with the NAAs of foreign states on aspects associated with the production of complete aircraft, such as the Permit to Fly.

NEWLY APPROVED ORGANISATIONS IN 2008



3.0



STANDARDISATION

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The Agency conducts standardisation visits in Europe and third countries to oversee the correct implementation of community law. On 1 January 2007 EASA took over the coordination of standardisation activities previously carried out by the Joint Aviation Authorities in Air Operations, Synthetic Training Devices and Flight Crew Licensing.

3.1 AIRWORTHINESS STANDARDISATION

Continued surveillance remains based on a two-year cycle, but the number of visits to larger countries has been adjusted to allow for more intensive inspections.

In a few critical cases visits were repeated after a year. Standardisation inspections in Initial and Continuing Airworthiness continue to be managed by an EASA team leader and staffed as much as possible by inspectors seconded by NAAs. Agency team members are included only where necessary.

Standardisation visits in Initial and Continuing Airworthiness have been carried out in the following countries:

- **Continuing Airworthiness:**
Austria, Belgium, Bulgaria, Cyprus, Czech Republic, Denmark, Estonia, France, Greece, Germany, Hungary, Ireland, Italy, Lithuania, Malta, Netherlands, Norway, Poland, Republic of Serbia, Slovenia, Spain, United Kingdom,
- **Initial Airworthiness:**
Austria, Belgium, France, Hungary, Italy, Luxembourg, Netherlands, Romania, Slovak Republic, Slovenia, United Kingdom. Spain requested postponement to 2009, which was accepted.
- **Standardisation Team visits to the USA and Canada:**
Regions Detroit, Kansas City, Portland, Denver, Farmingdale and Scottsdale.

3.2 COORDINATION OF THE STANDARDISATION PROCESS IN AIR OPERATIONS AND FLIGHT CREW LICENSING

The following standardisation visits were carried out on behalf of the JAA:

- **Air Operations:**
Austria, Croatia, Cyprus, Estonia, Hungary, Luxembourg, Lithuania, Malta, Slovenia, Switzerland, Sweden.
- **Synthetic Training Devices (Simulators):**
Austria, Czech Republic, Ireland, Luxembourg, Switzerland, Portugal.
- **Flight Crew Licensing and Medical:**
Cyprus, Denmark, France, Germany, Italy, Malta, Moldova, Portugal, Romania, Switzerland, Sweden.
- **Ad-hoc inspections on request of the Commission:**
Poland.

3.3 ASSESSMENT OF THIRD COUNTRY SAFETY OVERSIGHT

The Standardisation Department carried out visits to Australia-New-Zealand, Israel and the Ukraine, as requested by the International Cooperation Department.

3.4 ACCREDITATION PROCESS FOR ALLOCATION OF CERTIFICATION TASKS

The following visits were carried out:

- **Stand-alone accreditation audits:**
Austria, France, Finland, Italy, Luxembourg, Spain, Switzerland.
- **Combined accreditation audits on Continuing Airworthiness:**
Austria, Denmark, France, Germany, Ireland, Spain, United Kingdom.
- **Combined accreditation audits on Initial Airworthiness:**
Austria, Italy, Netherlands, Romania, United Kingdom.

Following the Internal Quality Audit in January 2008 the accreditation process was completely reviewed, taking into account two years of experience of audits and recommendations. The process ended with the preparation of new forms and templates.

4.0



ZEPPELIN NT

Getriebe
Lenkungen
Achsen

ZEPPELIN
Silo- und Apparatechnik

EADS
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RULEMAKING

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Rulemaking is the process of developing and improving legislation, standards and best practices to continuously improve aviation safety and environmental sustainability. This entails not only the actual production of rules but also their implementation and monitoring, and their contribution to ICAO activities.

Rulemaking also includes contributions to safety analysis and research, handling of exemptions and following up new developments. Finally, external relations must be undertaken to ensure their implementation.

4.1 THE 2008 RULEMAKING PROGRAMME

The 2008 rulemaking programme was revised to take account of available resources and legal issues. In September 2008, the Management Board agreed that the Directorate should produce 16 deliverables by the end of 2008 instead of the 41 which had been planned. By the end of the year Rulemaking did meet the target of 16 final deliverables and therefore completed for the first time 100% of its work programme.

The following rulemaking opinions and decisions were delivered:

- *Opinion on the extension of the EASA system to the regulation of Air Traffic Management and Air Navigation Services (ATM/ANS).*
- *Opinion on revised Part-M requirements for aircraft not used in Commercial Air Transport and Pilot-owner maintenance.*
- *Decision amending CS-25 and AMC-20 to introduce Certification Specifications and Acceptable Means of Compliance for electrical wiring.*
- *Opinion on Part-M and Part-66 for new training requirements for maintenance personnel related to electrical wiring interconnection systems.*
- *Opinion for amending the Basic Regulation related to CAEP/7 Implementation.*
- *Opinion for amending Part-66 and Part-147 to reflect the issue of “Time limit for demonstrating compliance with knowledge and experience requirements”.*
- *Opinion for amending Part-21, Part-M and Part-145 “Authorised Release Certificates EASA Form 1”.*

The main focus during the year was the development of draft rules in the areas of Flight Crew Licensing, Air Operations, Authority and Organisations Requirements. EASA Notices of Proposed Amendments (NPAs) on Flight Crew Licensing and Authority Requirements/Operator Requirements were opened for public consultation in the second half of 2008. The rest were published in February 2009.

The NPA on Essential Requirements for Environmental Protection was published on 30 May and was open for comments until November.

4.2 PREPARATION OF THE FOUR-YEAR RULEMAKING PROGRAMME

In September, the Management Board adopted a recommendation for a three-year rulemaking programme in coordination with the European Commission, the Advisory Group of National Authorities and the Safety Standards Consultative Committee. This was later extended by a year, to 2012. The proposed programme has been well received by all of those involved.

4.3 CONSULTATION OF STAKEHOLDERS

A number of workshops were held with NAAs and stakeholders to obtain feedback on the EASA rulemaking process. They included workshops on Safety Management Systems, Unmanned Aerial Vehicles, changes to Part-M, Flight Crew Licensing, Authority and Organisations requirements and Air Operations in Cologne and other cities. The Agency also explained its NPAs on Implementing Rules of the Extended Basic Regulation to all parties.

Close cooperation with standardisation bodies such as EUROCAE, SAE, CEN, CENELEC and ETSI was continued, as well as with EUROCONTROL, in which context the Agency organised a high-level seminar, "Working together for safety in the Single European Sky". One of the results was the launch of a Road Map detailing the partnership between EASA and EUROCONTROL.

4.4 OTHER ACTIVITIES

The entry into force of EU-OPS on 16 July 2008 created a new task of supporting the European Commission in handling exemptions, in particular flight time limitations. This was in addition to the regular work of handling Article 14 "Exemptions for Initial and Continuing Airworthiness."

EASA also supported the Commission and other European institutions in the cooperative decision-making process attached to the Single European Sky II package, including the legal proposal to extend the EASA Basic Regulation to cover aerodromes, air traffic management and air navigation services.

Informal preparations began with other important stakeholders in these areas, in particular the Group of Aerodrome Safety Regulators, the National Supervisory Authorities, Air Navigation Service Providers and social partners in ATM/ANS.

The Agency also took more active role on ICAO panels, improving links with its own rulemaking process. For example it participated in the airworthiness panel on Halons, the special task force on long distance operation from aerodromes, the Unmanned Aerial Systems study group and several panels related to aerodrome design and operations.

The rulemaking programme involved supporting rulemaking bodies and the Advisory Group of National Authorities and Safety Standards Consultative Committee. It also included a €2.1 million programme for oversight of twelve risk assessment and advance studies, along with the preparation of preliminary Regulatory Impact Assessments and management of harmonisation with the main foreign regulatory partners.

A new user-friendly version of the Comment Response Tool (CRT) was released, which entailed improving impact assessment tools, website navigation and creating a wider variety of publications.

In addition the Agency initiated:

- *A review of the rulemaking process, including a new system for EASA Regulatory Impact Assessments*
- *Development of a four-year Rulemaking Programme 2009-2012*
- *Development of a translation policy for key rulemaking deliverables, in cooperation with NAAs*

The resulting documents were completed in the fourth quarter of the year and will be delivered to the EASA Management Board and Advisory Bodies for approval.



INTERNATIONAL COOPERATION

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5.1 BILATERAL AGREEMENTS

Priority was given to assisting the European Commission negotiate an agreement with Ukraine along the lines of the European Common Aviation Area and to the negotiations for a Bilateral Aviation Safety Agreement (BASA) with Brazil and Canada. The Agency also supported the EC in achieving a BASA with the USA, which was signed in June 2008.

5.2 WORKING ARRANGEMENTS

Contacts were intensified with the aeronautical authorities of Australia, Argentina, China, Interstate Aviation Committee (IAC), India, Israel, Japan, Saudi Arabia, Singapore, South Korea and the UAE, with the aim of concluding new working arrangements, or expanding existing ones.

In addition, work has been initiated with JAA non-EASA countries to develop working arrangements to replace the JAA ones.

5.3 TECHNICAL COOPERATION

EASA significantly increased its technical cooperation activities during the year as well as supporting those of the European Commission in:

- *Development and implementation of assistance projects, specifically in India, China, South Asia, South-East Asia, Russia, the seven Western Balkan countries, the Democratic Republic of Congo and the ten EUROMED countries.*
- *On steering committees and associated meetings of several ICAO Technical Assistance Programmes.*

EASA also managed a dedicated assistance programme for the Balkan countries under the convention signed with the European Commission Directorate for Enlargement as part of the Community Assistance for Reconstruction, Development and Stabilisation (CARDS) programme.

Dedicated assistance for specific programmes in Central America, the Middle East, Pakistan, South Asia and South-East Asia was organised as part of EASA's contribution to improving safety.

The first EASA International Cooperation Forum brought together all of the countries which have adopted, or adapted, European aviation safety regulations.

5.4 RELATIONS WITH ICAO

EASA assists the European Commission to coordinate the European input to the International Civil Aviation Organisation (ICAO). It also helps Member States fulfil their obligations under the Chicago Convention by coordinating the preparation of answers to ICAO State Letters and facilitating preparations for ICAO Audits (USOAPs) in its areas of competence.

6.0 |



SAFETY ANALYSIS

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6.1 PROVIDING SAFETY INTELLIGENCE

EASA has strengthened its relationship with European Accident Investigation Bodies (AIBs) and held dialogues regarding ongoing investigations, including:

- *Airbus A320. Fatal accident at Perpignan, France.*
- *Boeing 777-200. Accident at Heathrow Airport London.*
- *Boeing 737. Bird strike accident at Rome Ciampino*
- *Boeing MD-82. Fatal accident at Madrid Barajas Airport, Spain.*

EASA took part in meetings of the European Civil Aviation Conference and International Society for Air Safety Inspectors with the aim of improving cooperation with AIBs. For the first time it attended the ICAO Accident Investigation and Prevention meeting in Montreal.

The Agency is collecting data on unreported recommendations and occurrences and in May published its first Annual Safety Recommendations Review.

Using Data to improve Safety

Data and expertise was supplied to ICAO's Safety Indicator Study Group and contributed to the development of taxonomies for use in occurrence reporting as well as by the CAST-ICAO Common Taxonomy Team. A three-level aircraft/type/model list was developed by the National Aerospace Laboratory, along with a data warehouse.

A survey of light aircraft accidents for 2006 and 2007 in EASA Member States was carried out, with around 90% of States responding.

The 2007 and 2008 Annual Safety reviews were well received by aviation experts worldwide and have been made available to the public in all 23 community languages. The department aimed to enhance the quality of reported safety data in EASA Member States. A quality verification tool was also developed and distributed.

6.2 PROMOTING SAFETY WORLDWIDE

The European Strategic Safety Initiative is an aviation safety partnership between EASA, regulators and the aviation industry. Two members of staff work with EASA's Safety Analysis and Research manager, running an initiative which has become recognised as one of the most important of its kind worldwide. The initiative has three pillars: the European Commercial Aviation Safety Team (ECAST), the European Helicopter Safety Team (EHEST) and the European General Aviation Safety Team (EGAST).

European Commercial Aviation Safety Team

Co-chaired by International Air Transport Association (IATA) and EASA, the Team monitored the implementation of inherited action plans on reducing the risks of accidents involving controlled flight into terrain, approach and landing and loss of control.

In parallel, two working groups were launched on Safety Management Systems (SMS) and Ground Safety. The SMS working group was tasked with developing best practice material to help stakeholders comply with ICAO standards and future rules.

European Helicopter Safety Team

The EHEST analysed 186 helicopter accidents as part of its safety improvement strategy. Preliminary results were presented at the second EASA Rotorcraft Symposium in December and are published in a preliminary analysis report.

European General Aviation Safety Team

A survey of general aviation safety initiatives and material was carried out and work priorities defined. A website was developed and cooperation with France's "Institut pour l'Amélioration de la Sécurité Aérienne" established.

7.0 | |



RESEARCH

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The Internal Research Committee created in 2007 recommended research on significant safety issues. It also assisted the Research Management Section coordinate and prioritise research proposals.

The Committee's Terms of Reference were finalised and include:

- Reviewing reports on significant safety research issues.
- Monitoring follow-up actions on research projects.
- Recommending strategic long-term research, in particular relative to the European Commission's Framework Programmes.
- Providing an information platform for research matters.
- Recommending research as part of EASA's future Safety Plan.

The European Commission, Member States and others established the European Aviation Research Partnership Group in 2007 to coordinate research instigated by EASA with research they fund.

The Group prepares proposals and suggests priorities for research, based on the experience of certification experts, evidence of safety-related concerns and Safety Recommendations resulting from accident investigations. Proposals arising from the European Strategic Safety Initiative are also taken into account.

7.1 RESEARCH PROJECTS

In 2008, following a tendering process, the Executive Directorate funded the following seven projects, together worth €1.46 million:

- *Evaluation of strength degradation of fabric, particularly that used for cargo nets*
- *Safety aspects of Light Aircraft Spin Resistance Concept*
- *Safety implications of the use of System-On-Chip on Commercial Off-The-Shelf devices in critical airborne applications*
- *Hail threat standardisation*
- *Runway friction characteristics measurement and aircraft braking*
- *Safety implications of biofuels in aviation*
- *Small Helicopter Operational Monitoring Programme trial*

In addition, the Directorate executed ten contracts for further studies to support rulemaking activities signed in 2008.

7.2 COMMUNITY PROJECTS

EASA's participation in the aeronautics and air transport component of the European Commission's 7th Framework Programme for Research paved the way for its attendance in project stakeholder boards, and on aviation initiatives such as SESAR and Clean Sky. The Agency also took part in various ACARE working groups (Advisory Council for Aeronautics Research in Europe).



SAFETY ASSESSMENT OF FOREIGN AIRCRAFT

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8.1 REGULAR ANALYSIS

The Agency has been responsible for the coordination of the Safety Assessment of Foreign Aircraft (SAFA) programme since 1 January 2007. In 2008, analysis of SAFA data was carried out on a four-monthly basis and the methodology improved to include in-depth analyses of the findings.

The SAFA team presented the findings of its analyses to the Air Safety Committee, including reports on implementing the Prioritisation List for SAFA inspections to participating states and the European Commission. In addition, several ad-hoc analyses were carried out in support of specific Commission investigations in the context of the January 2006 Regulation which established a list of air carriers subject to an operating ban within the Community.

8.2 NON-EU SAFA PARTICIPATING STATES

Letters were sent to 15 non-EU states participating in the SAFA programme to ensure compliance with new European Commission legislation. They included a clause dealing with potential conflicts of interest between personnel involved in the collection, processing and exchange of SAFA information. So far, Albania, Armenia, Azerbaijan, Bosnia & Herzegovina, Iceland, Monaco, Norway, Serbia, Switzerland and Turkey have signed the document.

8.3 SAFA GUIDANCE MATERIAL

In early September, draft Guidance Material on Qualification of SAFA Inspectors was finalised and sent for consultation to SAFA stakeholders. The material, which was required by the European Commission, sets common European criteria on such things as eligibility, training and frequency for qualification of SAFA inspectors and includes syllabi for theoretical and practical training, and common criteria for independent SAFA training organisations.

The Guidance Material was adopted in September and published on the EASA website. The final element was sent for consultation in early 2009.



SUPPORT ACTIVITIES

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9.1 FEES AND CHARGES

Since the beginning of 2008 regular workshops on fees and charges have been held with industry, the European Commission and EASA representatives to revise the current Fees and Charges Regulation. The new Fees and Charges Regulation will be proposed to the Commission at the end of 2009 and ready for implementation by June 2010.

9.2 MANAGEMENT OF OUTSOURCING CONTRACTS WITH NAAS

On 1 July the existing contracts with 18 National Aviation Authorities (NAAs) expired. Negotiations during the first six months of the year led to a new generation of framework contracts. Another contract with Romania's Civil Aviation Authority was negotiated in the second half of the year, entering into force on 1 January 2009.

EASA also agreed on a set of Key Performance Indicators with all NAAs to monitor and improve the timely production and delivery of invoices and reports. The Indicators form the basis for awarding NAAs "trusted supplier status", as a way of facilitating cooperation on administration issues.

The new generation of contracts led to significantly improved management activities with the NAAs during the year.

9.3 TRAINING FOR NAAS

The first courses for NAAs on fuel tank safety and critical design configuration control limitation were held in January and February respectively.

The first phase of EASA's technical training system was finalised at the end of March and judged fully acceptable by International Civil Aviation Organisation Universal Safety Oversight Audit Programme (ICAO USOAP) in April.

The EASA/NAA common training needs initiative was set up.



EASA FACTS AND FIGURES 2008

EXECUTIVE DIRECTOR

Patrick Goudou

RULEMAKING DIRECTOR

Jules Kneepkens

CERTIFICATION DIRECTOR

Dr Norbert Lohl

APPROVALS AND STANDARDISATION DIRECTOR

Francesco Banal

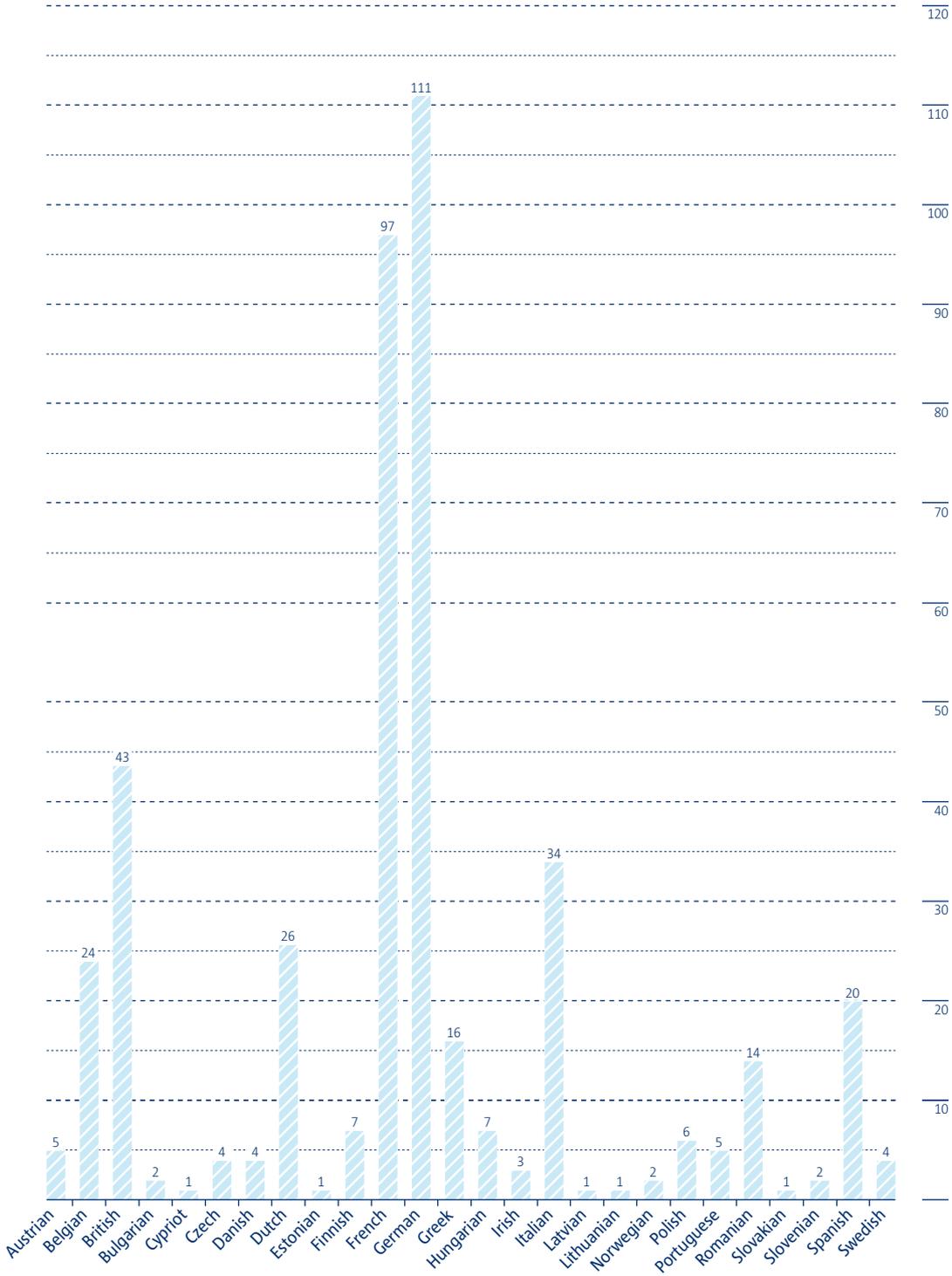
ADMINISTRATIVE DIRECTOR

Markku Junkkari

| | |
|---|----------------|
| INCOME FROM CERTIFICATION ACTIVITIES | €71 million |
| INCOME FROM REGULATORY ACTIVITIES | €32.2 million |
| TOTAL | €103.2 million |

STAFF 403 temporary active agents plus 37 contract agents (end of 2008)

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