



COMMISSION OF THE EUROPEAN COMMUNITIES

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97/0039 (SYN)

Proposal for a
COUNCIL DIRECTIVE
**establishing a Safety Assessment of Third Countries Aircraft using
Community Airports**

(presented by the Commission)

EXPLANATORY MEMORANDUM

In February 1996, 176 European passengers were killed in an aircraft accident in the Dominican Republic. As a consequence, both the European Parliament and the Council asked the Commission to study possible measures to improve safety, in particular addressing the problem of sub-standards carriers operating to and from the European Union.

Accordingly the Commission has established a High Level Group to assist it in considering various relevant issues in the context of aviation safety. The consultation of this Group enabled the Commission to issue a Communication¹ entitled "Defining a Community Aviation Safety Improvement Strategy". It describes all the steps the participants have considered which should constitute the consistent and comprehensive strategy required to meet the objectives assigned by the Council and the European Parliament. It presents in its conclusion an action plan which both meets the most immediate needs and embraces the more fully developed elements of the strategy.

In particular, this Communication shows that there is general agreement on the need to set in place, as a matter of urgency, a system for assessing the levels of safety actually achieved by foreign air carriers operating services to and from EU countries.

The High Level Group has discussed the FAA procedure of systematically checking, for all foreign carriers operating to the United States, the competence of the relevant national authorities to meet their ICAO obligations in terms of safety oversight. It concluded, however, that such a programme would not be suited for Europe, where it would make more sense instead to set up a step-by-step procedure which is triggered by evidence, or suspicions, of safety shortcomings of a foreign airline, described in this document as the SAFA² procedure.

As a consequence, in its action plan, the Commission announced its intention "to present ... a proposal for a Council Directive formalising the SAFA procedure for the assessment of foreign air carriers and the related co-operation mechanism to share and analyse information and draw conclusions. This directive should also include an obligation on Member States to ground aircraft found or suspected to be dangerous".

¹ Communication from the Commission to the Council and the European Parliament, Report by the High Level Group established by the Council Decision of 11th March 1996 "Defining a Community Aviation Safety Improvement Strategy", Sec(96) 1083 final, 12.06.1996.

² Safety Assessment of Foreign Aircraft

The operational aspects of the SAFA procedure are presently developed by the Joint Aviation Authorities (JAA) on behalf of the European Civil Aviation Conference (ECAC). As this procedure falls under the responsibilities of ECAC and will not be issued under the JAR codes system, Regulation n°3922/91³ does not apply.

The aim of this proposal is therefore to set in the Community the legal framework for the introduction and the operational application of such a safety assessment of third countries aircraft while leaving enough margin to the Member States to build the corresponding mechanisms individually or collectively, for example within the JAA, as they see fit.

By doing so the Commission has also considered the compatibility of the proposal with the principle of subsidiarity by addressing the following questions.

a) What are the objectives of the proposal in relation to the obligations of the Community and what is the Community dimension of the problem ?

The third aviation package has created an internal aviation market where the rules for the operation of air services have been largely harmonised thereby providing a satisfactory basis for improving the safety of the Community citizens travelling by air on such services.

Recent experience has shown that carriers from third countries do not always apply the minimum international safety standards while having access to the Community airports thereby creating a threat for Community citizens with such carriers or living near Community airports. In order to address this problem, some Member States already carry out ramp inspections of foreign aircraft but in an isolated manner. The purpose of this Directive is to extend this practice to the whole Community territory.

b) Does competence for the planned activities lie solely with the Community or is it shared with the Member States?

The envisaged action does not relate to an exclusive competence of the Community.

c) Which solution is most efficient in comparison between Community measures and measures of the Member States, what added value does the proposed Community action provide and what are the costs of no action?

Measures taken by Member States in isolation are less efficient than co-ordinated action with exchange of information enabling an earlier identification of possible deficiencies. In addition, Member States would benefit of the strength of a common stance with regard to third countries and avoid that unsafe aircraft could be redirected to neighbouring airports where such inspections would not be carried out.

d) What kind of action is at the disposal of the Community?

In order to provide for homogeneous, effective and well co-ordinated action, it is necessary to introduce legal measures either in the form of a Directive or a Regulation.

³ Council Regulation (EEC) n°3922/91 of 16 December 1991 on the harmonization of technical requirements and administrative procedures in the field of civil aviation, OJ n° L 373 of 31.12.91, p. 4.

e) Is uniform regulation necessary or is it sufficient to draft a Directive which outlines the general objectives while leaving execution to the Member States?

It is considered sufficient to use a framework Directive, setting goals that the Member States will apply with a degree of freedom. However, due to the technical nature of this subject and the need to ensure efficient co-ordination and sharing of information, it has been necessary sometimes to look into matters in more detail.

Accordingly, the Commission reached the conclusion that its proposal is consistent with the principle of subsidiarity.

The international safety standards the respect of which is to be controlled are those contained in the Annexes to the Chicago Convention of 1944 to which all Member States are Parties. The Commission has ensured that its proposal is consistent with such international obligations of its Member States under the Chicago Convention by limiting mandatory inspections to aircraft or operators for which there is indication of possible deficiencies and by avoiding to impose systematic random inspections which could be considered as contrary to the Chicago Convention. Detailed examination of the relevant provisions of the Chicago Convention is set out in the Communication "Defining a Community Aviation Safety Improvement Strategy" referred to above.

COMMENTS ON THE VARIOUS ARTICLES

Article 1

This Article states the objective of the Directive.

Article 2

This Article sets the scope of the Directive. It excludes light aircraft which do not participate in commercial air transport and State aircraft.

Article 3

This Article lays down the necessary definitions

Article 4

This Article describes all the information that the Member States will collect in order to facilitate the assessment. It includes the information that will generally be available on aircraft or operators when an abnormal situation arises, the information concerning ramp inspections which have been carried out, the follow-up information after initial ramp inspections and also the information that could be available from other sources than the competent authorities. It also suggest to use a form similar to one given in annex. This phrasing gives the necessary flexibility to modify the form based on the operational experience without having to change the annex.

Article 5

This Article requires the Member States to proceed to ramp inspections of aircraft suspected of non-compliance with international safety standards. It also sets out the procedure, the framework of which is contained in an Annex which also contains a suggested form (same comment on form as in previous Article). The detailed procedure is left to the Member States and leaves them the opportunity to use the operational procedure presently designed by the JAA on behalf of ECAC.

Article 6

This Article describes how the information should be exchanged in order to ensure a Community-wide coverage for the whole system. The detailed operational procedure to set up a compatible data base system and to exchange information is left to the Member States and leaves them the opportunity to use the infrastructure presently designed by the JAA on behalf of ECAC.

Article 7

This Article aims at protecting the sources of information, and in particular the voluntary contribution of the crew of the inspected aircraft, in order to facilitate the gathering of useful information without fear of retribution.

Article 8

This Article requires the Member States to ground dangerous aircraft and details the actions to be taken to ensure that the grounding can be accomplished. It recognises the right of appeal of affected operators.

Article 9

This Article enables the Commission to address the problems which may have surfaced after the assessment procedure has been applied and a safety hazard has been identified. It gives various possible level of response according to the severity of the hazard.

Article 10

This Article sets out the procedures for the taking of measures for the implementation of the Directive.

Article 11

This Article establishes the procedure necessary for the application of Articles 9 and 10 by setting up an advisory committee.

Articles 12 to 15

Procedural Articles

**PROPOSAL FOR A COUNCIL DIRECTIVE ESTABLISHING
A SAFETY ASSESSMENT OF THIRD COUNTRIES AIRCRAFT
USING COMMUNITY AIRPORTS**

THE COUNCIL OF THE EUROPEAN UNION,

Having regard to the Treaty establishing the European Community, and in particular Article 84 (2) thereof,

Having regard to the proposal from the Commission⁴,

Having regard to the opinion of the Economic and Social Committee⁵,

Acting in accordance with the procedure referred to in Article 189 c of the Treaty in co-operation with the European Parliament⁶,

Whereas the Resolution adopted by the European Parliament on 15 February 1996⁷ and the Council Conclusion of 11 March 1996 both point to the need for the Community to take a more active stance and develop a strategy to improve the safety of its citizens traveling by air or living near airports;

Whereas the Commission has issued a Communication to the Council and the European Parliament entitled Defining a Community Aviation Safety Improvement Strategy⁸;

Whereas this Communication clearly identifies that safety may be effectively enhanced by ensuring that aircraft comply fully with the international safety standards contained in the Annexes to the Convention on International Civil Aviation, signed in Chicago on 7 December 1944;

Whereas experience has shown that third countries do not always implement and enforce international safety standards; whereas henceforth in order to improve transport safety in the Community it is necessary for the monitoring of compliance with international standards to be ensured by the Community Member States themselves at their airports;

⁴ OJ N°

⁵ OJ N°

⁶ Opinion of the European Parliament of ... , Council common position of ... and Decision of the European Parliament of ...

⁷ Resolution B4-0150/96, OJ N° C65 of 4.03.96, p.172.

⁸ Communication from the Commission to the Council and the European Parliament, Report by the High Level Group established by the Council Decision of 11th March 1996 addressed to the European Parliament and to the Council, Defining a Community Aviation Safety Improvement Strategy. SEC(96) 1083 final, 12.06.1996.

Whereas, taking into account the subsidiarity principle, the rules and procedures for ramp inspections, including aircraft grounding, should be harmonized to ensure consistent effectiveness in all airports, which in turn would also reduce the selective use of certain airports of destination to avoid proper control; whereas a harmonized approach to the effective enforcement of these international standards by the Member States will avoid distortions of competition and benefit of the strength of a common stance in the relations with third countries;

Whereas information gathered in each Member State should be made available to all the other Member States and the Commission in order to ensure the most efficient monitoring of the compliance of foreign carriers with international safety standards;

Whereas for the above mentioned reasons there is a need for establishing, at Community level, a procedure for the assessment of foreign aircraft and related co-operation mechanisms between Member States to share and analyze information and draw conclusions;

Whereas aircraft landing in the Community at any given time shall undergo an inspection when there is suspicion that they do not comply with international safety standards;

Whereas the sensitive nature of safety related information is such that the only way to ensure the gathering of such information is by ensuring its proper usage and the confidentiality of its sources;

Whereas non-compliance with international safety standards must be rectified; whereas aircraft on which corrective action is required must, where the deficiencies in compliance are clearly hazardous to safety, be grounded until such time as the non-compliance has been rectified; whereas the right of appeal against such decisions should be foreseen;

Whereas the facilities in the airport of inspection may be such that the competent authority will be obliged to authorize the aircraft to proceed to an appropriate airport, provided that conditions for a safe transfer are complied with;

Whereas it is necessary to foresee that safety improvement measures may be rapidly taken by the Commission in relation to specific cases of safety hazards; whereas it must also be possible for the Commission to take rapidly measures for the implementation of requirements of Articles 4,5 and 6; whereas a Committee should be created for those purposes and a procedure established for close co-operation between the Member States and the Commission within that Committee.

HAS ADOPTED THIS DIRECTIVE

Article 1

Objective

The purpose of this directive is to contribute to the improvement of air safety by checking third countries aircraft whenever there is suspicion that they are not operated in accordance with international safety standards, by collecting and disseminating the information related to shortcomings so that sufficient evidence can be established to decide on measures required to ensure the safety of the traveling public; and by providing for measures concerning the rectification of identified shortcomings.

Article 2

Scope

This Directive shall apply to third countries aircraft landing at airports located in the Member States of the Community.

State aircraft as defined in the Chicago Convention and aircraft of a maximum take off weight of less than 5700kg not engaged in commercial air transport shall be excluded from the scope of this Directive.

This Directive shall not, however, affect the Member States' right, with due regard to Community law, to carry out inspection of any aircraft landing at its airports.

Article 3

Definitions

For the purpose of this Directive, including its annexes:

"Competent authority" means the administration, authority or any organization designated by a State to perform inspections of aircraft.

"Confidential report" means a report submitted voluntarily by a person involved in or observing an incident; the report is de-identified by the receiving organization in order to ensure confidentiality;

"Grounding" means the formal prohibition of an aircraft to leave an airport.

"International safety standards" means the safety standards contained in the Annexes to the Convention on International Civil Aviation signed in Chicago on 7 December 1944 as in force at the date of adoption of this Directive.

"Ramp inspection" means the examination on board and around an aircraft to check both the validity of the aircraft documents and those of its crew and the apparent condition of the aircraft and its equipment.

"Third countries aircraft" means an aircraft operated by an air carrier of which the Air Operator Certificate is delivered by a state which is not a Member State of the Community

Article 4

Collection of information

1. Competent Authorities of the Member States shall collect any information deemed useful for the fulfilment of the objective stated in Article 1 of this directive, including:

- Important safety information accessible, especially, through

- Passenger complaints
- Pilots reports
- Maintenance organisation reports
- Incidents reports

- Information on actions taken subsequent to a Ramp Inspection, such as

- Aircraft grounded
- Aircraft or operator banned from the country
- Corrective actions required
- Contacts with operator's competent authority

- Follow-up information concerning the operator such as

- Corrective actions implemented
- Recurrence of discrepancy

This information shall be kept, using a standard report form containing at least the items described in the form contained in annex 1.

2. Other organizations, independent from the competent authorities of the Member States, whose activities encompass the collection of incidents reports (including confidential reports), may also contribute to the exchange of information described in Article 6.

Article 5

Ramp inspection

1. The competent authority of each Member State shall ensure that third countries aircraft suspected of non-compliance with international safety standards landing at any of its airports is subject to ramp inspections as follows:
 - a) all aircraft :
 - showing signs of poor maintenance condition or with obvious damage or defect;
 - which have been reported to perform abnormal maneuvers since entering the airspace of a Member State;
 - having been subjected to a previous ramp inspection which has revealed deficiencies as long as such deficiencies have not been corrected;
 - b) 10% of the movements, with a minimum of once a week, of :
 - an aircraft the operator of which has been the subject of a standard report according to Article 4;
 - an aircraft the operator of which or the country of the operator of which has been the subject of a decision according to Article 9;
2. The ramp inspection shall be performed according to the procedure described in Annex 2 and using a ramp inspection report form containing at least the items described in the form appended to this Annex. On completion of the ramp inspection, the commander of the aircraft shall be provided with a copy of the ramp inspection report.
3. When executing a ramp inspection under this Directive, the competent authority shall make all possible efforts to avoid an aircraft being unduly delayed.

Article 6

Exchange of information

1. The competent authorities of the Member States shall participate in a mutual exchange of information.
2. All standard reports referred to in Article 4 (1) and the ramp inspection reports referred to in Article 5 (2) shall be made available without delay to the competent authorities of the Member States and the Commission, at their request.
3. Whenever a standard report shows the existence of a potential safety threat or a ramp inspection report shows an aircraft does not comply with international safety standards and may pose a potential safety threat, the report will be communicated without delay to each competent authority of the Member States and the Commission

Article 7

Protection of information

1. The information exchanged in accordance with Article 6 shall be used for the sole purpose of this Directive and its access will be limited to the participating competent authorities and the Commission.
2. Confidentiality of information given voluntarily, in particular by the crew of aircraft subjected to ramp inspections, will be ensured by de-identifying extensively the source of such information.

Article 8

Grounding of aircraft

1. In the cases of non-compliance with international safety standards which are clearly hazardous to safety, the competent authority performing the ramp inspection shall ground the aircraft until the hazard is removed.
2. In the event that an aircraft is grounded, the competent authority of the Member State where the inspection took place shall immediately inform the competent authorities of the countries concerned.
3. If the deficiencies referred to in paragraph 1 above cannot be fully rectified at the airport of inspection, the competent authority of the Member State where the inspection took place may, in co-ordination with the State responsible for the operation of the aircraft concerned, prescribe the necessary conditions under which the aircraft could be allowed to fly safely without fare-paying passengers, to an airport at which the deficiencies could be corrected.
4. In the circumstances referred to in paragraph 3, the competent authority of the Member State where the inspection took place shall notify the competent authority of the States which will be overflown by this aircraft as well as the State where the aircraft will land for repair.
5. The owner or the operator of the aircraft or his representative in the member State concerned shall have a right of appeal against a grounding decision taken by the competent authority of the Member State. The lodging of an appeal shall not cause in itself the grounding to be suspended.

Article 9

Safety improvement measures

On the basis of information made available through articles 4, 5, and 6, the Commission may, in accordance with the procedure laid down in Article 11 (2), decide, according to the importance of the perceived safety hazard:

- systematic ramp inspection and other surveillance measures of a specific operator or of operators of a specific third country;
- ban, or impose conditions on the operation of, a specific operator or operators of a specific third country from Community airports pending the adoption by the competent authority of that third country of satisfactory arrangements for corrective measures;

The Commission shall inform the Committee referred to in Article 11 on the results of any contacts established with the third country involved in order to offer a safety oversight assessment of its competent authority by a qualified team of experts;

Article 10

Implementation measures

1. Member States shall report to the Commission the operational measures taken and the resources allocated to implement the requirements of Articles 4, 5, and 6.
2. The Commission may, in accordance with the procedure laid down in Article 11 (2), take any appropriate measures to facilitate the implementation of Articles 4, 5, and 6 such as:
 - establish the list of information to be collected;
 - detail the content of, and procedures for, ramp inspections;
 - define the format for the storage and dissemination of data;
 - create or support the appropriate bodies for managing or operating the tools necessary for the collection and exchange of information.

Article 11

Committee

1. The Commission shall be assisted by a committee of an advisory nature composed of the representatives of the Member States and chaired by the representative of the Commission.
2. The representative of the Commission shall submit to the Committee a draft of the measures to be taken. The Committee shall deliver its opinion on the draft, within a time limit which the chairman may lay down according to the urgency of the matter, if necessary by taking a vote.

The opinion shall be recorded in the minutes; in addition, each Member State shall have the right to ask to have its position recorded in the minutes.

The Commission shall take the utmost account of the opinion delivered by the Committee. It shall inform the committee of the manner in which its opinion has been taken into account.

Article 12

Penalties

1. Member States shall lay down the system of penalties for breaching the national provisions adopted pursuant to this Directive and shall take all the measures necessary to ensure that those penalties are applied. The penalties thus provided for shall be effective, proportionate and dissuasive.
2. Member States shall notify the relevant provisions to the Commission not later than ... and shall notify any subsequent changes as soon as possible.

Article 13

Implementation of the Directive

1. Member States shall bring into force the laws, regulations and administrative provisions necessary to comply with this Directive no later than 1st July 1998. They shall forthwith inform the Commission thereof.
2. When Member States adopt these provisions, they shall contain a reference to this Directive or shall be accompanied by such reference on the occasion of their official publication. The method of making such reference shall be laid down by Member States.
3. Member States shall communicate to the Commission the text of the main provisions of domestic law which they adopt in the field governed by this Directive.

Article 14

Entry into force

This Directive shall enter into force on the twentieth day following that of its publication in the Official Journal of the European Communities.

Article 15

This Directive is addressed to the Member States.

- I. The ramp inspection should cover all or a selection of the following aspects, according to the time available.
1. Checking for presence and validity of the documents necessary for international flights such as: registration certificate, log book, certificate of Airworthiness, crew licenses, radio license, list of passengers and freight...
 2. Check that flight crew composition and qualification comply with the requirements of Annex 1 and Annex 6 to the Chicago convention (ICAO annexes).
 3. Check of operational documentation (flight data, operational flight plan, technical log), and of flight preparation necessary to show that the flight is prepared according to ICAO annex 6.
 4. Check for presence and status of items required for international navigation according to ICAO, annex 6.
 - Air operator certificate
 - Noise and Emission Certificate
 - Operation manual (including MEL⁹) and flight manual.
 - Safety equipment
 - Security cabin equipment
 - Equipment necessary for the specific flight including radio communication and radio navigation equipment - Flight recorders.
 5. Check that the condition of the aircraft and its equipment (including damages and repairs) ensures continuous compliance with ICAO annex 8 standards.
- II. A ramp inspection report must be established after the ramp inspection and must include standard general information described hereunder, and a list of items checked together with an indication of any deficiencies found for each of these items, or of any specific remark is necessary.

⁹ Minimum Equipment List

National Aviation Authority (Name)
(Country)

Item	Checked	Remark
A. Desk		
A.1 Documentation		
1. Manuals	<input type="checkbox"/>	<input type="checkbox"/>
2. Certificate of registration	<input type="checkbox"/>	<input type="checkbox"/>
3. Noise certificate (where applicable)	<input type="checkbox"/>	<input type="checkbox"/>
4. Insurance certificate	<input type="checkbox"/>	<input type="checkbox"/>
5. AOC	<input type="checkbox"/>	<input type="checkbox"/>
6. Radio licence	<input type="checkbox"/>	<input type="checkbox"/>
7. C of A	<input type="checkbox"/>	<input type="checkbox"/>
A.2 Flight data		
8. Operational flight plan	<input type="checkbox"/>	<input type="checkbox"/>
9. Load distribution	<input type="checkbox"/>	<input type="checkbox"/>
A.3 Safety Equipment		
10. Hand fire extinguishers	<input type="checkbox"/>	<input type="checkbox"/>
11. Life jackets	<input type="checkbox"/>	<input type="checkbox"/>
12. Seat belts	<input type="checkbox"/>	<input type="checkbox"/>
13. Oxygen equipment	<input type="checkbox"/>	<input type="checkbox"/>
A.4 Crew License		
14. Flight crew	<input type="checkbox"/>	<input type="checkbox"/>
A.5 Technical Log		
15. Release to service	<input type="checkbox"/>	<input type="checkbox"/>
16. Deferred defect	<input type="checkbox"/>	<input type="checkbox"/>
17. Compliance with required maintenance	<input type="checkbox"/>	<input type="checkbox"/>
18. Preflight inspection	<input type="checkbox"/>	<input type="checkbox"/>
B. Security/Cabin		
19. First Aid Kit	<input type="checkbox"/>	<input type="checkbox"/>
20. Emergency medical kit	<input type="checkbox"/>	<input type="checkbox"/>
21. Hand fire extinguishers	<input type="checkbox"/>	<input type="checkbox"/>
22. Crash axes and crow bars	<input type="checkbox"/>	<input type="checkbox"/>
23. Life jackets	<input type="checkbox"/>	<input type="checkbox"/>
24. Seat belts	<input type="checkbox"/>	<input type="checkbox"/>
25. Emergency exit, lighting and marking	<input type="checkbox"/>	<input type="checkbox"/>
26. Slides	<input type="checkbox"/>	<input type="checkbox"/>
27. Safety Instructions	<input type="checkbox"/>	<input type="checkbox"/>
C. Aircraft Condition		
28. General external condition	<input type="checkbox"/>	<input type="checkbox"/>
29. Doors and hatches	<input type="checkbox"/>	<input type="checkbox"/>
30. Flight controls	<input type="checkbox"/>	<input type="checkbox"/>
31. Wheels and tyres	<input type="checkbox"/>	<input type="checkbox"/>
32. Undercarriage	<input type="checkbox"/>	<input type="checkbox"/>
33. Wheel well	<input type="checkbox"/>	<input type="checkbox"/>
34. Intake & exhaust nozzle	<input type="checkbox"/>	<input type="checkbox"/>
35. Fan blades	<input type="checkbox"/>	<input type="checkbox"/>
36. Propellers	<input type="checkbox"/>	<input type="checkbox"/>
37. Obvious repairs	<input type="checkbox"/>	<input type="checkbox"/>
38. Obvious unrepaired damage	<input type="checkbox"/>	<input type="checkbox"/>
39. Leakage	<input type="checkbox"/>	<input type="checkbox"/>

FINANCIAL STATEMENT

1 TITLE OF OPERATION

PROPOSAL FOR A COUNCIL DIRECTIVE ESTABLISHING A SAFETY ASSESSMENT OF AIRCRAFT FROM THIRD COUNTRIES USING COMMUNITY AIRPORTS

2 BUDGET HEADING INVOLVED

B2.702 Transport Safety

3 LEGAL BASIS

Article 84(2)

4 DESCRIPTION OF OPERATION

4.1 General objective

To contribute to the improvement of air safety by assessing the safety of third countries aircraft using Community airports.

4.2 Period covered and arrangements for renewal

Undefined

5 CLASSIFICATION OF EXPENDITURE OR REVENUE

5.1 Non Compulsory expenditure

5.2 Differentiated appropriations

6 TYPE OF EXPENDITURE

Subsidy for joint financing with other sources in the public sector.

7 FINANCIAL IMPACT

7.1 Method of calculating total cost of operation

The costs of the whole programme for next year have been calculated using the standards for National Civil Aviation Authorities in Europe, these costs are presently used for budgetary estimations in other international organisations such as ECAC and JAA (European Civil Aviation Conference and Joint Aviation Authorities). This is due to the fact that the activities covered by this Directive will be developed in close co-operation with these two organisations.

The standards are as follows: -manpower: ECU 400 per man/day; -subsistence allowance ECU 200 per day; -average travel costs: ECU 1000 per journey.

The total costs have been estimated at ECU 3.147.100 (see provisional budget in annex) for the first year, including set up costs.

It is suggested that the Commission participation be limited to around 10% that is to say 300.000 ECU.

7.2 Itemised breakdown of cost

Commitment appropriations ECU million

(at current prices)

Breakdown	year 1997
Subvention to set up and 1st year of operation	300.000
Total	300.000

8 FRAUD PREVENTION MEASURES

Control on the basis of justifications by the competent services of the Commission and, if necessary, control on site.

9 ELEMENTS OF COST-EFFECTIVENESS ANALYSIS

9.1 Specific and quantified objectives; target population

- The objective is to contribute to the improvement of air safety by ensuring that third countries carriers do comply with international safety standards. In order to reach this goal, it will be necessary to make inspection of foreign aircraft landing at Community airports, to collect and disseminate information on these aircraft and to take measures to ensure that corrective actions are taken.

- The subsidy will be given to the international organisation (JAA) which will organise and co-ordinate the whole programme on behalf of the individual States.

- As the general objective is to improve safety by ensuring third countries carriers offer acceptable compliance with international safety standards, the main target population will be all the European travelling public as well as the populations living in the vicinity of airports.

9.2 Grounds for the operation

Each individual Member State will be responsible for the inspections carried out on its airports but a co-ordinated programme including the storage and dissemination of data as well as supplying temporary reinforcement inspectors will be the most cost-effective way to ensure an even application of the programme in the Community, avoiding the risk of third countries carrier using specific airports or Member States to circumvent the inspections.

9.3 Monitoring and evaluation of the operation

The Commission will be closely monitoring the management of the programme by participating in a specially set up Programme Steering Committee.

10 ADMINISTRATIVE EXPENDITURE (SECTION III, PART A OF THE BUDGET)

Actual mobilisation of the necessary administrative resources will depend on the Commission's annual decision on the allocation of resources, taking into account the number of staff and additional amounts authorised by the budgetary authority.

10.1 Effect on the number of posts

Type of post		Staff to be assigned to managing the operation		Source		Duration
		<u>Permanent posts</u>	<u>Temporary posts</u>	Existing resources in the DG or department concerned	Additional resources	
Officials or temporary staff	A	1		1		indefinite
	B	1		1		indefinite
	C					
Other resources						
Total		2		2		

10.2 Overall financial impact of additional human resources

ECU

	Amounts	Method of calculation
Officials		
Temporary staff		
Other resources (indicate budget heading)		
Total		

The annual expenses related to human resources required for the completion of this action will be made available upon mobilisation of existing resources : officials (Titles A1, A2, A4, A5) : 200.000 ECU/year.

10.3 Increase in other administrative expenditure as a result of the operation

ECU

Budget heading	Amounts	Method of calculation
Total		

The annual expenses related to missions required for the completion of this action will be made available upon mobilisation of existing resources : article A-130 / 6300 ecus/year

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