



---

*Committee on Transport and Tourism*

---

**2015/2175(DEC)**

17.2.2016

# OPINION

of the Committee on Transport and Tourism

for the Committee on Budgetary Control

on discharge in respect of the implementation of the budget of the European  
Aviation Safety Agency for the financial year 2014  
(2015/2175(DEC))

Rapporteur: Inés Ayala Sender

PA\_NonLeg

## SUGGESTIONS

The Committee on Transport and Tourism calls on the Committee on Budgetary Control, as the committee responsible, to incorporate the following suggestions into its motion for a resolution:

1. Welcomes the finding of the Court of Auditors that the accounts of the European Aviation Safety Agency ('the Agency') for the 2014 financial year are in order;
2. Notes that the Agency's annual budget for 2014 was EUR 162,3 million, of which EUR 34,2 million came from the Union and EUR 128,1 million from other sources, including income from own revenue (EUR 88,3 million) and assigned revenue from fees and charges (EUR 27,8 million); notes further that the implementation rate was 97,1 % in commitment;
3. Notes that the Agency has further reduced the overall level of carry-overs of committed appropriations from EUR 7,2 million (8 %) in 2013 to EUR 5,9 million (6,2 %) in 2014; invites the Agency to continue its effort to reduce carry-overs in order to fully comply with the budgetary principle of annuality; notes, however, that 38,1 % of the carry-over in 2014 is due to Title III (operational spending) and that this is justified by the multiannual nature of the Agency's operations; welcomes the fact that the Agency remains committed to reducing still further the level of carry-overs;
4. Notes that the 2014 exercise has been affected by exceptional events linked to impact of the Agency's move to a new headquarters building on the level of carry-overs for Title II (administrative expenditure), consulting services, IT infrastructures, etc;
5. Highlights the Agency's vital role in ensuring the highest possible level of aviation safety throughout Europe; recognises that, due to the disappearance of MH370, the dramatic accident of MH17, the crash of Air Asia QZ8501 and the radar interferences over Central Europe, 2014 was a challenging year for the Agency and for aviation safety in general, requiring it to deal with implementing and supervising new provision on flight time limitations; stresses that, in the context of a fast-developing civil aviation sector, the Agency should be given the necessary financial, material and human resources to perform its regulatory and executive tasks successfully, in the fields of safety and environmental protection, without compromising its independence and impartiality;
6. Highlights the Agency's involvement in supporting the development of the relevant instruments required for the practical implementation of the bilateral aviation safety agreements between the Member States and third countries;
7. Notes that, in 2014, the Agency has initiated fundamental changes in the way it operates in order to allow for a more proportionate and performance-based approach to safety and that it has reviewed its organisational structure to prepare itself for the many challenges it will face in the immediate coming years;
8. Notes the results of the first benchmarking exercise on the Agency's posts, which showed that 14 % of the jobs were dedicated to administrative support and coordination,

78,7 % to operational tasks and 7,3 % to control and financial tasks; considers that a breakdown of staff by category and sector as well as by source of funding for their activities (fees and charges versus Union subsidies) should also be included in next Annual Report in order to offer a more detailed picture of the required resources that have an impact on the EU budget;

9. Recalls its position, stated in the framework of the budgetary procedure, regarding the staff whose activities are financed by fees paid by the industry and therefore not by the EU budget to the effect that such staff of the Agency should not be affected by the cut of 2% applied every year by the Commission;
10. Acknowledges that corrective actions are due to be completed to increase the transparency of the outsourcing of certification activities as well as of many other low-value contracts, in particular through better documentation of the allocation processes, including the assessment made on the basis of the criteria set in the Agency's specific guidelines;
11. Deplores the fact that, in 2014, three procedures regarding framework contracts were launched too late to replace existing framework contracts before their scheduled expiration; deplores also that, in order to ensure business continuity, two contracts were extended, thereby affecting fair competition, and for one contract a negotiated procedure, which did not comply with the Financial Regulation, was launched; invites therefore the Agency to shed light on the reasons for those errors in its procurement planning and to make improvements, particularly in respect of framework contracts;
12. Welcomes the revision of the EASA Regulation and underlines the need to revise the "Code of Conduct for the staff of EASA" and monitor its implementation on a regular basis in order to avoid any potential conflict of interest; demands that the Commission regularly informs the Council and the Parliament about further progress on reducing conflicts of interest;
13. Deplores the fact that, despite the Agency's efforts, it has not yet been possible, 15 years after the Agency was set up, to conclude the agreement on the Agency's headquarters; recalls that according to the Common Approach on EU decentralised agencies agreed between the Parliament, the Council, and the Commission, 'all agencies should have headquarters agreements, which should be concluded before the agency starts its operational phase'; notes, in this regard, that another agency, the European Insurance and Occupational Pensions Authority, signed a headquarters agreement with the German Government in 2011; deeply regrets this situation and urges the host country to conclude an agreement with the Agency as quickly as possible with a view to clarifying the relationship between national judicial authorities and the Agency, and enabling the Agency to perform its legal tasks without hindrance; calls on the Commission to take the opportunity, which arose this year, to amend the Act establishing the Agency with a view to securing a headquarters agreement, allowing the Agency to operate unimpeded; calls on the Agency, therefore, to notify it of the final decision on the Agency's headquarters;
14. Proposes that Parliament grants the Executive Director of the European Aviation Safety Agency discharge in respect of the implementation of the Agency's budget for the financial year 2014.

## RESULT OF FINAL VOTE IN COMMITTEE ASKED FOR OPINION

|   |  |
|---|--|
| <b>Date adopted</b>   | 16.2.2016  |
| <b>Result of final vote</b>                                     | +: 41<br>-: 4<br>0: 1  |
| <b>Members present for the final vote</b>                       | Daniela Aiuto, Lucy Anderson, Marie-Christine Arnautu, Inés Ayala Sender, Georges Bach, Izaskun Bilbao Barandica, Deirdre Clune, Michael Cramer, Luis de Grandes Pascual, Andor Deli, Karima Delli, Isabella De Monte, Ismail Ertug, Jacqueline Foster, Bruno Gollnisch, Dieter-Lebrecht Koch, Stelios Kouloglou, Merja Kyllönen, Bogusław Liberadzki, Peter Lundgren, Marian-Jean Marinescu, Georg Mayer, Gesine Meissner, Jens Nilsson, Markus Pieper, Salvatore Domenico Pogliese, Tomasz Piotr Porba, Gabriele Preuß, Christine Revault D'Allonnes Bonnefoy, Dominique Riquet, Massimiliano Salini, Claudia Schmidt, Jill Seymour, Keith Taylor, Pavel Telička, István Ujhelyi, Peter van Dalen, Wim van de Camp, Elissavet Vozemberg-Vrionidi, Janusz Zemke, Kosma Złotowski, Elżbieta Katarzyna Łukacijewska |
| <b>Substitutes present for the final vote</b>                   | Daniel Dalton, Karoline Graswander-Hainz, Olga Sehnalová   |
| <b>Substitutes under Rule 200(2) present for the final vote</b> | Gabriel Mato   |