

Working Arrangement

between

the European Aviation Safety Agency  
(EASA)

and

the Directorate General of Civil Aviation  
of the Republic of Albania

The European Aviation Safety Agency (EASA) and the General Directorate of Civil Aviation of Albania, hereinafter referred to as 'the Parties',

1. Considering the common interest of the Parties to achieve a high uniform level of civil aviation safety and environmental compatibility.
2. Considering that it is desirable to ensure close cooperation in all areas of civil aviation safety with those members of the Joint Aviation Authorities (JAA) whose States have concluded with the European Community agreements providing for the full integration of those States into the EASA system, such as the multilateral agreement on the establishment of a European Common Aviation Area (hereinafter referred to the ECAA agreement), the Agreement establishing the European Economic Area and the Agreement between the European Community and the Swiss Confederation on Air Transport.
3. Recognising that the parties to these agreements have agreed to adopt and implement Community law in the field covered by Regulation (EC) No 216/2008<sup>1</sup> and have therefore been given the opportunity to participate in the work of the Agency and become fully integrated into the EASA system as established by that Regulation.
4. Taking note that the Directors General of the Member States of the European Civil Aviation Conference decided at their DGCA/129 meeting (Paris, 19 March 2008) with the endorsement of the Final Report on the FUJA II *inter alia* that the JAA would be dissolved and the Cyprus Arrangements would cease to exist on 30 June 2009.
5. Noting that Regulation (EC) No 216/2008 declares that the involvement of European countries not Members of the European Union should be pursued, so as to ensure a proper pan-European dimension, in order to facilitate the improvement of civil aviation safety throughout Europe.
6. Conscious of the need to avoid any gap in their cooperation, which could result from the closure of the JAA pending the adoption of the relevant implementing rules pursuant to Regulation (EC) No 216/2008.
7. Noting that the General Directorate of Civil Aviation of Albania, as a JAA member, has already accepted the competencies and tasks attributed to EASA in particular in the field of standardisation by the procedures implementing the JAA Arrangements.
8. Desiring to assist the European non-EU EASA Aviation Authorities in fulfilling their obligations under the respective agreements with the European Community by providing a basis for a common interpretation and uniform implementation of their provisions relating to matters covered by Regulation (EC) No 216/2008 and its Implementing Rules.

---

<sup>1</sup> Regulation (EC) No 216/2008 of the European Parliament and of the Council of 20 February 2008 on common rules in the field of civil aviation and establishing a European Aviation Safety Agency OJ L 79, 19.3.2008, p. 1, recital 30

**Have agreed as follows:**

## **1. Scope and Purpose**

This Working Arrangement covers all aspects of the regulation of civil aviation safety and environmental protection of products, organisations and personnel subject to Regulation (EC) No 216/2008 and its Implementing Rules.

Through this Working Arrangement EASA assists the General Directorate of Civil Aviation of Albania in implementing the relevant provisions of the ECAA agreement.

## **2 Definitions**

For the purposes of this Working Arrangement the following definitions will apply:

"EASA Aviation Authority" means the competent authority (member of the JAA on 30 June 2009) of a Member State of the European Union or a Contracting Party to a Common Aviation Area type agreement providing for the full integration of that Party into the EASA system.

"non-EASA Aviation Authority" means the competent authority (member of the JAA), which is not an EASA Aviation Authority.

"JAA Standards" means the Joint Aviation Requirements as these stand on 30 June 2009.

"JIP" means the Joint Aviation Implementation Procedures as these stand on 30 June 2009.

## **3. EASA rules and standards**

3.1. EASA and the General Directorate of Civil Aviation of Albania will continue to apply the JAA Standards in those areas where the European Community has not yet adopted Implementing Rules as provided for in Regulation 216/2008. The list of these rules and standards is attached in Annex 2.

3.2. EASA will notify the General Directorate of Civil Aviation of Albania of any change to the list in Annexes 1 and 2 and will assist the General Directorate of Civil Aviation of Albania in understanding the applicable rules and standards so as to facilitate their implementation. Such change will become applicable upon amendment of the ECAA agreement.

#### **4. Certification of products, parts and appliances, persons and organisations**

Where the General Directorate of Civil Aviation of Albania has implemented rules and standards as these are set out in Annex 1, the relevant certification activities will be carried out according to that Annex.

#### **5. Standardisation**

5.1. Where the General Directorate of Civil Aviation of Albania has implemented rules and standards as set out in Annex 1, EASA will use the standardisation methods and principles established in Commission Regulation (EC) 736/2006<sup>2</sup> and the working procedures set out in Annex 3 to this Working Arrangement.

5.2. Where the General Directorate of Civil Aviation of Albania has not yet implemented standards set out in Annex 1, or where the adoption of Implementing Rules by the European Community is pending, EASA will use the standards referred to in Annex 2 and the relevant JIPs.

5.3 For the purpose of standardisation visits conducted to verify compliance in areas referred to in 5.2, the following principles will apply:

(1) The General Directorate of Civil Aviation of Albania accepts the following classification of findings raised by EASA during the standardisation visits carried out in accordance with the relevant JIPs:

- (a) fully compliant;
- (b) compliant, but improvement is recommended in areas (reference to the standards affected) for better efficiency;
- (c) not compliant, with objective evidence of minor deficiencies showing non-compliance with the applicable requirements in areas (reference to the standards affected), which could raise standardisation concerns;
- (d) not compliant, with objective evidence of significant deficiencies showing non-compliance with the applicable requirements in areas (reference to the standards affected), which, besides standardisation concerns raise safety concerns if not promptly corrected;
- (e) not applicable;
- (f) not confirmed, when the national aviation authority inspected commits to produce shortly after the visit material evidence of compliance on findings otherwise classified as in (c) or (d), this material evidence not being directly available at the time of the visit.

(2) The General Directorate of Civil Aviation of Albania accepts to duly take into account the safety recommendations resulting from the standardisation reports and will act upon them in order to redress the identified findings.

<sup>2</sup> Commission Regulation (EC) No 736/2006 of 16 May 2006 on working methods of EASA for conducting standardisation inspections. OJ L 129, 17 5 2006, p. 10, as last amended

- (3) Where no satisfactory remedial action is proposed or implemented by the General Directorate of Civil Aviation of Albania as undertaken, EASA will address a supplementary report to the (Non-EU EASA Aviation Authority), and will inform thereof all EASA and non-EASA Aviation Authorities as well as the Commission.
- (4) Once EASA is satisfied with the actions undertaken by the General Directorate of Civil Aviation of Albania, it will issue a statement of closure of findings. Such statement will be addressed to the General Directorate of Civil Aviation of Albania and EASA will inform thereof all EASA and non-EASA Aviation Authorities as well as the Commission.

## **6. Acceptance of certificates and technical findings**

6.1. Where in a given safety area the General Directorate of Civil Aviation of Albania has implemented rules and standards as set out in Annex 1 acceptance of certificates takes place according to the relevant provisions of the ECAA agreement.

6.2. In all other areas falling in the scope of this Working Arrangement acceptance takes place according to applicable national law or as provided for in international agreements.

## **7. Consultations**

7.1. If the General Directorate of Civil Aviation of Albania has serious doubts about the compliance of a certificate issued pursuant to point 6.1, it will notify EASA thereof as soon as practicable but not later than 15 days after the doubts about compliance have been raised.

7.2. Following this notification the Parties will attempt to resolve any doubt about the compliance of the certificate concerned.

7.3. Application of paragraph 7.2 will not prevent the General Directorate of Civil Aviation of Albania from taking any action it considers appropriate to preserve safety, neither will it affect its rights provided for in international agreements.

## **8. Costs**

The Parties agree to bear the costs incurred from the application of this Working Arrangement. The modalities are described in Annex 4.

## 9. Communication and liaison activities

9.1. The General Directorate of Civil Aviation of Albania will establish a liaison function with EASA and will assign a Focal Point to facilitate the implementation of this Working Arrangement.

9.2. Upon request, co-operation between EASA and the General Directorate of Civil Aviation of Albania will be developed in the research and European Strategic Safety Initiative (ESSI) domains.

9.3. The General Directorate of Civil Aviation of Albania is entitled to appoint an observer in the Advisory Group of National Authorities so as to be aware of regulatory developments in the EASA system and to contribute to defining priorities and policies for rulemaking. The General Directorate of Civil Aviation of Albania is equally entitled to propose experts for participation in rulemaking activities, including working groups.

## 10. Final Provisions

This Working Arrangement does not affect or limit in any way the rights and obligations stemming from the relevant provisions of the ECAA Agreement.

## 11. Entry into force, amendment and termination

11.1. This Working Arrangement will enter into force on 1<sup>st</sup> August 2009.

11.2. This Working Arrangement may be amended in writing by mutual consent of the Parties.

11.3. This Working Arrangement will continue to apply until terminated by either Party by written notice. Such termination will be effected upon the sixty calendar day's period following the date of receipt of the written notification, unless the notice of termination has been withdrawn by mutual agreement before the expiry of the aforesaid period.

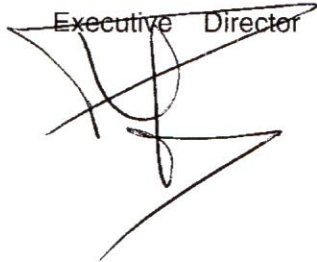
Signed in Strasbourg, France

on July 07, 2009

**European Aviation Safety Agency  
(EASA)**

Patrick GODOU

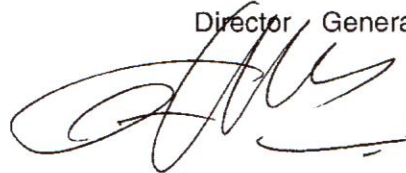
Executive Director



**Directorate General of Civil Aviation of  
the Republic of Albania**

Ervin MAZNIKU

Director General



**Annex 1**  
**Regulation (EC) No 216/2008, its implementing rules and EASA standards**

Regulation (EC) No 216/2008 of the European Parliament and of the Council of 20 February 2008 on common rules in the field of civil aviation and establishing a European Aviation Safety Agency, as last amended.

Commission Regulation (EC) No 1702/2003 of 24 September 2003 laying down implementing rules for the airworthiness and environmental certification of aircraft and related products, parts and appliances, as well as for the certification of design and production organisations, as last amended.

CS-22 (Sailplanes and Powered Sailplanes)  
CS-23 (Normal, Utility, Aerobatic and Commuter Aeroplanes)  
CS-25 (Large Aeroplanes)  
CS-27 (Small Rotorcraft)  
CS-29 (Large Rotorcraft)  
CS-34 (Aircraft Engine Emissions and Fuel Venting)  
CS-36 (Aircraft Noise)  
CS-APU (Auxiliary Power Units)  
CS-AWO (All Weather Operations)  
CS-E (Engines)  
CS-ETSO (European Technical Standard Orders)  
CS-Definitions (Definitions and Abbreviations)  
CS-P (Propellers)  
CS-VLA (Very Light Aeroplanes)  
CS-VLR (Very Light Rotorcraft)

AMC&GM related material related to this field.

Commission Regulation (EC) No 2042/2003 of 20 November 2003 on the continuing airworthiness of aircraft and aeronautical products, parts and appliances, and on the approval of organisations and personnel involved in these tasks, as last amended.

AMC&GM related material related to this field

**Annex 2**  
**List of areas not covered by the Implementing Rules where JAA**  
**standards and JIPs apply**

A. Technical requirements and administrative procedures in the field of OPS:

Regulation (EC) No 1899/2006 of the European Parliament and of the Council of 12 December 2006 amending Council Regulation (EEC) No 3922/91 on the harmonisation of technical requirements and administrative procedures in the field of civil aviation (EU OPS)

JAR OPS 3 amendment 5 (1.07.2007)

JAR 26 amendment 3 (1.12.2005)

JAR MMEL/MEL amendment 1 (1.08.2005)

JAR-FSTD A (Aeroplanes) – First issue, 1.05.2008

JAR FSTD H (Helicopters) – First issue, 1.05.2008

JAA Administrative & Guidance Material, Section 4: Operations, Part 2, Procedures – revision 01/10/2008

JAA Administrative & Guidance Material, Section 6: Synthetic Training Devices, Part 2, Procedures – revision 1.02.2008

B. Technical requirements and administrative procedures in the field of FCL:

JAR-FCL 1 (Aeroplane) amendment 7, published 1.12.2006

JAR-FCL 2 (Helicopter) amendment 6, published 1.2.2007

JAR-FCL 3 (Medical) amendment 5, published 1.12.2006

JAR-FCL 4 (Flight Engineers) amendment 3, published 1/9/2005

JAA Administrative & Guidance Material, Section 5, Personnel Licensing, Part 2, Procedures – published 1.10.2008

### **Annex 3**

#### **Reference standards used for standardisation visits**

S.P006 Standardisation Inspection Procedure including all related relevant Work Instructions and Standardisation Bulletins, as last amended and published on the “EASA Standardisation” electronic community of the Agency in SINAPSE<sup>3</sup>.

---

<sup>3</sup> SINAPSE is a web-based software application hosted by the European Commission. It features tools to facilitate the effective communication amongst closed communities of experts. Nominated experts become group members.

**Annex 4**  
**Modalities for bearing the costs arising from the application of this**  
**Working Arrangement**

**Standardisation visits**

1. Areas covered by Implementing Rules adopted pursuant to Regulation (EC) N° 216/2008

Costs shall be borne, in compliance with Community rules and without prejudice to the annual Community budgetary procedure, by the Agency.

2. Areas not covered by Implementing Rules adopted pursuant to Regulation (EC) N° 216/2008.

Costs shall be borne by the Non-EU EASA Aviation Authority inspected.



## European Aviation Safety Agency

**Patrick Goudou** • Executive Director

Cologne, **21. DEZ. 2012**  
MRAT/dce/R(1.1) 2012(D)55890

Mr Halil Hyseni  
Executive Director  
General Directorate of Civil Aviation of  
Albania  
Rruga "Muhamet Gjollësja"  
Prane Parkut Delegationeve  
POB 205 Tirana  
Republic of Albania

**Subject:** Notification of the change of rules and standards under a Working Arrangement

Dear Mr Hyseni,

In accordance with Paragraph 3.3 of the Working Arrangement between the European Aviation Safety Agency and the General Department of Civil Aviation at the Government of the Republic of Albania of 7 July 2009, I would like to notify your authority about the following change in the references to the rules and standards listed in Annexes 1 and 2 to the Working Arrangement:

1. Commission Regulation (EU) No 748/2012 of 3 August 2012 laying down implementing rules for the airworthiness and environmental certification of aircraft and related products, parts and appliances, as well as for the certification of design and production organisations;<sup>1</sup>

replaces the current references in Annex 1 to applicable airworthiness and environmental rules and standards (Commission Regulation (EC) No 1702/2003 of 24 September 2003);

2. Commission Regulation (EU) No 965/2012 of 5 October 2012 laying down technical requirements and administrative procedures related to air operations pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council<sup>2</sup>; and

<sup>1</sup> OJ L 224 of 21.8.2012

<sup>2</sup> OJ L 296 of 25.10.2012, p.1

# Working Arrangement

between

the European Aviation Safety Agency

and

the Albanian Civil Aviation Authority

on collection and exchange of information on the  
safety of aircraft using EU<sup>1</sup> airports and airports of  
non-EU States that participate in the EU SAFA<sup>2</sup>  
Programme, including airports of the Republic of  
Albania

---

<sup>1</sup> European Union

<sup>2</sup> Safety Assessment of Foreign Aircraft

The European Aviation Safety Agency (EASA) and the Albanian Civil Aviation Authority (ACAA), hereinafter referred to as 'the Parties',

Considering the common interest of the Parties to achieve a high uniform level of civil aviation safety,

Having regard to the multilateral agreement on the establishment of a European Common Aviation Area (ECAA),

Noting that, in accordance with Commission Regulation (EC) No 768/2006 of 19 May 2006, EASA may liaise with other third countries' authorities to facilitate, through working arrangements under Article 27(2) of Regulation (EC) 216/2008, the improvement of civil aviation safety in Europe through the collection and exchange of aviation safety data,

Considering that it is desirable to ensure close cooperation between the Parties with a view to strengthening the EU SAFA programme and enlarging its scope whilst maintaining a harmonised approach to the effective enforcement of international safety standards,

Considering that it is in the interest of the Parties to have the largest possible amount of information with the view of ensuring the effective enforcement of international safety standards with regard to third-country aircrafts landing at any of their airports open to international air traffic,

Have agreed as follows:

## 1. Definitions

For the purpose of this Working Arrangement the following definitions shall apply:

"EU SAFA system" means the system set up in Directive 2004/36/EC<sup>3</sup> and in Commission Regulation (EC) No 768/2006<sup>4</sup> for the collection, exchange and analysis of information on the air safety of aircraft and of air operators".

"Third country aircraft" means for EASA, an aircraft which is not used or operated under the control of a competent authority of an EU member State or of a State participating in EASA in accordance with article 66 of Regulation (EC) 216/2008<sup>5</sup> and, for the Albanian Civil Aviation Authority, an aircraft which is not used or operated under the control of the competent authority of the Republic of Albania.

"International Safety Standards" means the safety standards contained in the Chicago Convention and its Annexes, as well as, where applicable at the time of the inspection, those in ICAO Regional Supplementary Procedures.

---

<sup>3</sup> Directive 2004/36/CE of the European Parliament and of the Council of 21 April 2004 on the safety of third-country aircraft using Community airports (OJ L 143, 30.4.2004, p. 76-86)

<sup>4</sup> Commission Regulation (EC) 768/2006 of 19 May 2006 implementing Directive 2004/36/EC of the European Parliament and of the Council as regards the collection and exchange of information on the safety of aircraft using Community airports and the management of the information system (published in the OJ L 143, 20.5.2006, p. 16-18)

<sup>5</sup> Regulation (EC) 216/2008 of 20 February 2008 on common rules in the field of civil aviation and establishing a European Aviation Safety Agency and repealing Council Directive 91/670, Regulation (EC) No 1592/2002 and Directive 2004/36/EC (published in the OJ L 79/1 dated 19.3.2008, p. 1-49)

EM

7

## 2. Scope and Objectives

With a view to establishing and maintaining a high uniform level of civil aviation safety within those states that participate in the EU SAFA programme<sup>6</sup> and in the territory of the Republic of Albania, this Working Arrangement introduces a harmonised approach to the enforcement of international safety standards within those states that participate in the SAFA programme, including the territory of the Republic of Albania. In particular, this Working Arrangement establishes working procedures for carrying out ramp inspections of third country aircraft landing at airports in the territory of the Republic of Albania well as for the collection and for the exchange of information on the safety of aircraft using airports located in the territories of the states that participate in the SAFA programme, including in the territory of the Republic of Albania.

## 3. Harmonised Rules and Procedures for ramp inspections

3.1 For the purpose of achieving the scope and objectives of this Working Arrangement, the Albanian Civil Aviation Authority shall ensure effective implementation of the EU SAFA Technical Requirements as laid down in Annex 1 and in other relevant paragraphs of this Working Arrangement. For the purpose of assessing compliance with these Requirements, the Albanian Civil Aviation Authority shall be subject to standardisation inspections as referred to in paragraph 8 of this Working Arrangement.

3.2 In particular, the Albanian Civil Aviation Authority shall put in place the appropriate means to ensure that third-country aircraft suspected of non-compliance with international safety standards landing at any of its airports open to international air traffic shall be subject to ramp inspections in accordance with EU SAFA technical requirements as specified in Annex 1 to this Working Arrangement.

## 4. Collection of information by the Albanian Civil Aviation Authority

4.1. The Albanian Civil Aviation Authority shall put in place a mechanism to collect any information deemed useful for the fulfilment of the objectives stated in Paragraph 2 of this Working Arrangement, including :

- (a) Ramp inspection reports conducted in accordance with the EU SAFA technical requirements, as specified in Paragraph 3 and in Annex 1 to this Working Arrangement;
- (b) Other relevant safety information, such as:
  - i. important safety information accessible, in particular, through:
    - pilot reports,
    - maintenance organisation reports,
    - incident reports,
    - other organisations,
    - complaints;
  - ii. information on action taken subsequent to a ramp inspection, such as:

---

<sup>6</sup> On the date of the signature of this Working Arrangement: Albania, Armenia, Austria, Azerbaijan, Belgium, Bosnia and Herzegovina, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Georgia, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Moldova, Monaco, Netherlands, Norway, Poland, Portugal, Republic of Georgia, Romania, Albania, Slovakia, Slovenia, Spain, Sweden, Switzerland, The former Yugoslav Republic of Macedonia, Turkey, United Kingdom, Ukraine.

- aircraft grounded,
- aircraft or operator banned,
- corrective action required,
- contacts with the operator's competent authority;

iii. follow-up information concerning the operator, such as:

- corrective action implemented,
- recurrence of discrepancy;

4.2 The Albanian Civil Aviation Authority shall ensure an active participation to the EU SAFA programme by means of its commitment to carry out a minimum annual number of ramp inspections, to be agreed with EASA. In identifying such minimum annual number of ramp inspections, particular attention shall be given to the need to encourage the overall efficiency of the EU SAFA programme.

4.3. Whenever information concerning aircraft deficiencies is given voluntarily, the reports shall be disidentified regarding the source of such information.

## **5. Exchange of information and cooperation between the Parties to this Working Arrangement**

5.1 The Albanian Civil Aviation Authority shall:

- enter the information referred to in paragraph 4.1 of this Working Arrangement into a EASA SAFA centralised Database through a direct secure access;
- enter the above referred information without delay within a maximum of 15 working days as from the date of its collection;
- permit that EASA analyses the information received from the Albanian Civil Aviation Authority for the purposes of conducting regular or *ad hoc* analyses or when preparing the EU SAFA programme yearly report as provided for in the EU SAFA Technical Requirement in Annex 1 of this Working Arrangement;
- accept to undergo SAFA standardisation visits under the conditions specified in paragraphs 8 and 9 of this Working Arrangement;

5.2 EASA shall:

- store the safety information received from the Albanian Civil Aviation Authority and store such information in the EASA SAFA centralised Database;
- provide the Albanian Civil Aviation Authority with direct access to the EASA SAFA centralised Database for Third country aircraft;
- provide the Albanian Civil Aviation Authority with the necessary instructions for accessing the EASA SAFA centralised Database;
- make available to the Albanian Civil Aviation Authority the results of EASA's analyses of the data on Third country aircraft stored in the EASA SAFA centralised Database;
- provide the Albanian Civil Aviation Authority with the manual of EU SAFA ramp inspection procedures, including updates thereof, as set out in the EU SAFA Technical Requirements;
- grant the Albanian Civil Aviation Authority personnel responsible for the collection, processing and exchange of SAFA-related information, with access to EASA's training programmes, courses and other workshops developed to improve the

understanding of the EU SAFA system with the aim of reaching a common standard in the performance of ramp inspections;

- facilitate the actual involvement of the Albanian Civil Aviation Authority in the SAFA inspectors' exchange programme aimed at allowing inspectors of the Albanian Civil Aviation Authority to obtain practical experience and contributing to the harmonisation of procedures;
- provide to identified the Albanian Civil Aviation Authority staff, access to the SAFA electronic community in SINAPSE (in accordance with the technical specifications of Annex 2);
- take all necessary measures to guarantee the security and confidentiality of the information/data stored in the EASA SAFA centralised Database in accordance with paragraph 6 of this Working Arrangement.

## **6. Confidentiality and Conflict of Interest**

6.1 The Albanian Civil Aviation Authority shall, in accordance with its national legislation, take all necessary measures to ensure appropriate confidentiality of the information received under the present Working Arrangement. The Albanian Civil Aviation Authority shall use this information solely for the exercise of its responsibilities related to the improvement of civil aviation safety.

6.2 The national legislation referred to in paragraph 6.1, as well as the internal rules and other procedures of the Albanian Civil Aviation Authority implementing such legislation shall be notified to EASA ultimately upon signature of this Working Arrangement. The Albanian Civil Aviation Authority will promptly inform EASA of any changes to such legislation, rules or procedures.

6.3 Where the Albanian Civil Aviation Authority receives a request, from a third party, for information in its possession that originates from EASA, especially information contained in the SAFA centralised database, the Albanian Civil Aviation Authority shall consult with EASA in order to take a decision that does not jeopardise the fulfilment of the objectives of this Working Arrangement, notably those laid down under paragraph 6.1. If EASA advises against disclosure of the requested information, the Albanian Civil Aviation Authority shall, within its powers, reject the request and if necessary take legal action to enforce such rejection.

6.4 EASA shall, in accordance with European Union legislation, take the necessary measures to ensure appropriate confidentiality of the information received under the present Working Arrangement. EASA shall use this information according to relevant European Union legislation.

6.5 The Albanian Civil Aviation Authority agrees to take all necessary measures either to prevent or to end (as soon as it becomes aware of such situation) any situation of conflict of interest that could compromise the impartial and objective performance of the personnel involved in ramp inspections or in the collection, processing or exchange of information. Such situation could arise in particular as a result of economic interest, political or national affinity, family or emotional ties, or any other relevant connection or shared interest. Furthermore, the Albanian Civil Aviation Authority agrees to inform EASA of any such conflict of interests in writing without delay. In particular, the Albanian Civil Aviation Authority undertakes to ensure without any reservation that, if inspectors are engaged in activities with undertakings or associations of undertakings, such situations shall not compromise the inspector's independence in a way that threatens the integrity of the SAFA programme or the confidentiality of associated data.

## **7. Regulatory co-operation**

7.1. The Parties agree to take any appropriate measures to cooperate with each other as regards any proposed significant changes to the applicable laws, regulations and administrative provisions regarding the collection and the exchange of information on the safety of aircraft using airports located in the territories of the EU Member States, in the territories of SAFA non-

EU States who participate in the EU SAFA Programme, including the territory of the Republic of Albania.

7.2. In particular the parties agree to;

- (a) inform and consult each other, as practicable and with sufficient notice, of any intended regulatory changes;
- (b) offer each other an opportunity to comment on the intended regulatory changes; and
- (c) respond to every comment made by the other party on the intended regulatory changes.

## 8. Standardisation inspections

8.1. The Albanian Civil Aviation Authority agrees to undergo standardisation inspections carried out by EASA in order to examine in particular compliance of the Albanian Civil Aviation Authority with the rules and procedures in this Working Arrangement and in particular with the relevant EU SAFA technical requirements as set out in Annex 1. Standardisation inspections shall be conducted by EASA in full compliance with the principles and rules referred to in Annex 2 and in line with EU relevant legislation. Standardisation inspections may include a review of the national legislation relevant to this Working Arrangement and notably of the national provisions referred to in Paragraph 6 of this Working Arrangement.

8.2. The Albanian Civil Aviation Authority agrees to duly take into account the findings resulting from the standardisation reports of the visits carried out in accordance with the procedures set out in Annex 2 and agrees to act upon them in order to redress the identified findings.

8.3. If the clarifications provided by the Albanian Civil Aviation Authority inspected satisfy EASA or if satisfactory remedial action is timely proposed or is duly implemented by the authority, EASA shall issue a statement of closure of findings. Such statement shall be addressed to the Albanian Civil Aviation Authority. EASA shall inform thereof the Aviation Authorities of the States that participate in the SAFA programme as well as the European Commission.

8.4. If the clarifications provided by the Albanian Civil Aviation Authority do not satisfy EASA or where no satisfactory remedial action is timely proposed or is not duly implemented by the Albanian Civil Aviation Authority, EASA shall address a supplementary report to the Albanian Civil Aviation Authority as well as to the Aviation Authorities of the States that participate in the SAFA programme and to the European Commission.

8.5. Should the actions taken by the Albanian Civil Aviation Authority not satisfy EASA, consultations would be held between the Parties. If, within 30 days after the notification by EASA of the supplementary report to the Albanian Civil Aviation Authority, no agreement has been found through such consultations, the granting of the SAFA member status to the Albanian Civil Aviation Authority shall be suspended by EASA.

8.6. Standardisation inspections may include participation by the standardisation team, as observers, in actual ramp inspections performed by inspectors in the Albanian Civil Aviation Authority.

8.7. While performing its tasks during the standardisation inspections, EASA shall be assisted by the Albanian Civil Aviation Authority in gaining unimpeded access to its relevant premises, lands or means of transport as well as to those of any undertakings or associations of undertakings under the oversight of the inspected national aviation authority.

8.8. Standardisation inspections shall be conducted by EASA on a regular basis and, where appropriate, on an *ad-hoc* basis under similar conditions as those applicable to other SAFA participating States.

## 9. Expenses

9.1. Notwithstanding the provisions of paragraph 10.2, each Party agrees to bear the cost incurred for its application of this Working Arrangement, such as participation of the Albanian Civil Aviation Authority to meetings related to the implementation of this Working Arrangement.

9.2. Travel and subsistence costs incurred by all members of standardisation teams when performing standardisation inspections in the Republic of Albania under this Working Arrangement shall be borne by the Albanian Civil Aviation Authority, as per EASA travel rules.

## 10. Communication and liaison activities

10.1. The Albanian Civil Aviation Authority shall appoint a National Coordinator who will act as the focal point for the implementation of this Working Arrangement.

10.2. Upon entry into force of this Working Arrangement, the Albanian Civil Aviation Authority will be invited to take part to the coordination meetings of the SAFA programme involving all the stakeholders participating in the programme.

## 11. Repeal, Entry into force, amendment, suspension and termination

11.1. The Working Arrangement between the Albanian Civil Aviation Authority and the European Aviation Safety Agency, done at Paris on 6 December 2006, will be repealed as from the date of signature of the present Working Arrangement.

11.2. This Working Arrangement will enter into force at the date of signature by the Parties duly authorised representatives. When the signature process is performed by exchange of letters, the Working Arrangement shall enter into force at the date of notification of the last signature of the Parties duly authorised representatives.

11.3. This Working Arrangement may be amended in writing by mutual consent of the Parties.

11.4. This Working Arrangement may be suspended in case of persistent failure to comply with the clauses thereof. Each Party may notify the other Party of its intention to suspend the Working Arrangement and the grounds for this suspension. Such suspension shall take effect 30 days after the date of notification, unless, prior to the end of this period, the Party which initiated this suspension, notifies the other Party, in writing, that it withdraws its notification.

11.5. This Working Arrangement will continue to apply until terminated by either Party by written notice. Such termination will be effected upon a sixty calendar day's period following the date of receipt of the written notification, unless the notice of termination has been withdrawn by mutual agreement before the expiry of the aforesaid period.

Signed in duplicate in English language

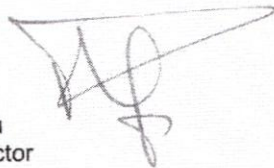
**European Aviation Safety Agency**

By

Patrick Goudou  
Executive Director

Date:

7/5/12




**Albanian Civil Aviation Authority**

By

Ervin Minarolli  
Executive Director

Date:



**Annex 1  
(issue 1)  
EU SAFA Technical Requirements**

For the purposes of this Working Arrangement, "EU SAFA Technical Requirements" means the following EU legislation and other relevant material:

- Directive of the European Parliament and of the Council No 2004/36 as regards the collection and exchange of information on the safety of aircraft using Community airports and the management of the information system.
- Commission Regulation (EC) No 768/2006 of 19 May 2006 implementing Directive 2004/36/EC of the European Parliament and of the Council as regards the collection and exchange of information on the safety of aircraft using Community airports and the management of the information system.
- Commission Directive 2008/49/EC of 16 April 2008.
- Commission Regulation (EC) No 351/2008 as regards the prioritisation of ramp inspections.
- Commission Regulation (EC) No 736/2006 of 16 May 2006 on working methods of the European Aviation Safety Agency for conducting standardisation inspections.
- EASA Guidance Material for the qualification of SAFA inspectors approved by EASA Executive Director Decision 2008/001/S.
- EASA Guidance Material for ramp inspections procedures, approved by EASA Executive Director Decision 2009/001/S.

## Annex 2

### Standardisation principles and procedures

1. EASA will inform all EU and non-EU Aviation Authorities that participate in the SAFA programme as well as the European Commission of the results of the standardisation inspections carried out under this Working Arrangement.

2. The Albanian Civil Aviation Authority agrees with the following classification of findings raised by EASA during the standardisation inspections carried out in accordance with the principles and procedures set out in this Annex and in line with Annex 1 to this Working Arrangement:

- (a) fully compliant;
- (b) compliant, but improvement is recommended in areas (reference to the standards affected) for better efficiency;
- (c) not compliant, with objective evidence of minor deficiencies showing non-compliance with the applicable requirements in areas (reference to the standards affected), which could raise standardisation concerns;
- (d) not compliant, with objective evidence of significant deficiencies showing non-compliance with the applicable requirements in areas (reference to the standards affected), if not promptly corrected;
- (e) not applicable;
- (f) not confirmed, when the national aviation authority inspected commits to produce shortly after the visit material evidence of compliance on findings otherwise classified as in (c) or (d), such material evidence not being directly available at the time of the visit.

### Reference procedures used for standardisation inspections

SAFA Standardisation Inspection Procedure including all related relevant Work Instructions and Standardisation Bulletins, as last amended and published on the SAFA electronic community of EASA in SINAPSE<sup>7</sup>.

---

<sup>7</sup> SINAPSE is a web-based software application hosted by the European Commission. It features tools to facilitate the effective communication amongst closed communities of experts. Nominated experts become group members.