

European Aviation Safety Agency

ADVISORY GROUP OF NATIONAL AUTHORITIES

29-11-2005 – MINUTES OF 3RD MEETING 2005

Introduction

Mr. Probst welcomed the participants. He presented the apologies of M. Goudou for being unable to attend because of exceptional difficulties linked with the preparation of the Agency's budget and proposed to facilitate the meeting.

Agenda

The agenda was adopted with the inclusion of two additional items under AOB on "the application of article 9 of the Basic Regulation" and "report on Edinburgh Conference held on 17 and 18 November".

Adoption of minutes of the previous meeting and actions arising – WP 01

The acting chair asked for comments on the minutes of the meeting.

There being no comments, the minutes of the previous meeting were adopted.

A review of the list of actions allowed closing a number of them. See the associated action table.

A number of members requested neither to use "Member State representative" nor to identify the members, without their prior consent, in the minutes of meetings. The Agency invited members to indicate their preference when the draft minutes of meeting are circulated for their approval.

Review and adoption of the amended AGNA RoP

The Agency pointed out that the WP 01 was amended to reflect the work approach and the planning for the production of the annual rulemaking programme that requires two Group consultations. Whilst most members did not react on the reduction of the meeting frequency to two, several were not in favour of such a change considering the content of agendas and the number of papers submitted for their review and discussion.

One member suggested consulting AGNA more often on rulemaking issues of general interest. The Agency recalled that AGNA focuses on policy issues and provides advice on the rulemaking priorities and its working methods.

It was decided to keep the current meeting schedule of four meetings per year for the time being.

1. 2005 rulemaking programme

State of implementation of the 2005 rulemaking programme – IP 01

The Agency gave an update on the implementation of the 2005 Rulemaking Programme as described in IP 01. It was explained that the rate of the implementation is far behind the envisaged 75% target. The delay to deliver its rules as planned was attributed to the slow hiring of expert staff, a too ambitious programme and an overly burdensome rulemaking

procedure. Moreover, some of the 2005 tasks are postponed because they don't match other organisations' priorities. As a consequence, a number of 2005 rulemaking deliverables are now envisaged for the first quarter of 2006. This has a knock-on effect on the 2006 Rulemaking Programme.

It is necessary to learn from this experience and to adapt future rulemaking programmes to the Agency's resources and its rulemaking procedure. When doing so an appropriate balance shall be found between the use of in-house expertise and outsourcing of work. Increasing resources may be difficult to justify in the current budgetary situation and could only be reconsidered when certification tasks are fully covered by fees and charges.

The Agency noted some members' suggestion to outsource the drafting of NPAs to NAAs and expressed its readiness to accept such offers if the services provided are free of charge. It also recalled that the rulemaking procedure requires it to consider any proposal made by any interested party.

A member asked about the status of the Agency opinions submitted to the Commission and when the next EASA Committee will meet. The Agency responded that such questions shall best be addressed to the Commission, which manages the legislative and comitology processes.

Working groups state of play – IP 02

The Agency presented the paper in subject that provides a status update of all active rulemaking groups.

22.001: At a member's request, the Agency clarified that the available material is limited to the technical content of the NPA that has still to be produced. Moreover, the task's priority was re-evaluated against the Agency's needs and it was concluded that the task could be postponed to 2008 without harming the industry.

27&29.016: The Agency clarified that the task is becoming a research task and that future rulemaking would be dependant on the recommendations of the study.

Action required:

1. The Agency to take into consideration NAAs' offers to provide the Agency with draft NPAs.

2. 2006 rulemaking programme – WP02

State of play of the 2006 rulemaking programme, including proposals for addition, postponement or deletion of task

The Agency explained the general intent of WP 02. In view of the knock-on effect referred to above, it is likely that 17 tasks will be inherited from the 2005 rulemaking programme and an equivalent number of tasks have therefore been removed from the updated 2006 rulemaking programme. Altogether with the tasks from the inventory that start in 2006, the Agency is expected to manage 55 tasks in 2006.

The ensuing debate on the programme is summed up below:

BR.02 (Develop essential requirements and basic principles for the interoperability and safety regulation of airports): The Agency clarified that

the task would be progressed by itself with the help of some experts instead of a formal rulemaking group, as erroneously mentioned in WP 02. Moreover, the NPA is envisaged for Q4 2006. The Agency shall provide draft Terms of Reference for Group members' opinion.

BR.03 (Develop essential requirements and basic principles for the interoperability and safety regulation of air traffic management and air navigation services): BR.03: The Agency explained that the task has been delayed due to difficulties in finding appropriate arrangements with EUROCONTROL. It is now envisaged to use the same process than for the previous task. The Agency noted one member's suggestion not to initiate work on this task if no clear mandate is provided by the Commission. The Agency shall provide draft Terms of Reference for Group members' opinion

BR.XXX (Essential requirements for environment and related issues): A member asked whether the Agency informed the Commission about its intentions to draft Essential Requirements on Environmental Protection. The Agency reported that the Commission was aware and will anyhow have to decide on the initiation of the legislative process in view of the content of the opinion and the comments of stakeholders. For more details on the task's scope, reference was made to the explanatory note in WP 02.

21.023 (Permit to Fly / Restricted C of A): The Agency recalled that the aim of the task is to address all non-standard CoA in one rulemaking task in a clear and understandable manner. The task scope has therefore been extended to cover orphan aircraft. The Agency invited members to provide feedback on task priority and substance.

A member suggested to keep the task in the 2006 programme but to consider a split of the regulatory and implementation means. Additionally, it was stated that this task may affect Part M and could therefore be considered as a MDM task.

A member pointed to the Agency's obligation for orphan aircraft under Part 21 and its responsibility for continuing airworthiness under EASA Regulation. The Agency indicated that its view on how to address this issue is described in attachment 1 of WP 02. The Agency's intention is to freeze the present situation until an orphan aircraft policy is agreed on. Meanwhile it is up to NAAs to issue, if they so wish, permits to fly. The member asked the Agency how it will handle orphan aircraft from the new EU Member States who have not been registered in the list. The Agency responded that registration is still ongoing, but that there would be no reason to treat them differently.

A member pointed out that a distinction shall be made between continuing airworthiness responsibilities of the TC holder and those of the regulator.

A member expressed concerns about NAAs becoming TC holders because they cannot be the regulator and the regulated party.

The Agency recalled that the NAAs and the Agency have a collective responsibility to address the orphan aircraft issue. It intends therefore holding a dedicated meeting with NAAs that have gained experience in the handling of orphan aircraft to reflect on legal options at its disposal. The UK-CAA member offered a paper on this issue that could constitute a good basis for discussions.

Following the debate, the Group agreed to this way of working. As a final note, AGNA members were invited to provide input so that the Agency can further complete the orphan aircraft list.

21.026 (21A.307 Mandatory Form One for installation of parts & appliances/ Definition of Standard Part (21A.303(c)): A number of members considered that the term “standard parts” needed clarification before going ahead with the task because inconsistencies will arise between Part 21 and Part M. They also stated that JAR OPS requires equipment like safety kits, TCAS, etc. to be certified while this is not covered by this task.

As a final note, the Agency highlighted additional input is expected from the “light aviation” group who is invited to reflect on all requirements for non-complex aircraft, as described in the GERT paper. Moreover it intends to include JAA 26 requirements into the TCs.

Considering however the urgency of the task, the Group agreed to go ahead with the present task and create a new task to address the issues raised. Two members offered to draft an information paper on the issue at stake to be submitted to the Agency for review.

21.038 (“Exemption” possibility for STCs and changes to TCs): A member asked for clarification on the scope of this task. The Agency explained that the Certification Directorate identified this new urgent task because the present provisions of Part 21 do not provide an appropriate basis for adapting the certification basis for specific changes such as VIP cabin interiors. The intended task should correct this gap whilst giving due attention to the risks related to each deviation from applicable CSs. Additionally, the task will clarify issues like exemption, deviations, etc... AGNA members concurred.

22.001(Fatigue Substantiation): A member agreed to delay the task while another wished to keep it in the 2006 programme. The Agency noted a member’s advice to ensure consistency in the wording of the programme in particular “justification” and “timeline”.

VLA.001 (Approval for Night VFR (Visual Flight Rules): The Agency noted a member’s suggestion to clarify the scope of the task. Pending CS revision, the Agency will work with special conditions.

23.001 (Single engine stall speed): Replying to a member’s suggestion to combine this task with that on “occupant protection”, the Agency responded the original description in the JAA inventory of the task “occupant protection” which was the basis for rulemaking task 23.004, was: “HMT TOR to investigate overall survivability of occupants, compartments and under floor structure behaviour/strength and relationship with respect to stall speed.”

The draft NPA resulting from task 23.001 dealing with an increase of the maximum stall speed includes changes to requirements dealing with occupant survivability (structural standards) to deal with the risk of forced landing at higher speeds. The Agency therefore considers that the subject of 23.004 is fully covered by the draft NPA resulting from task 23.001, which is scheduled to be published for public consultation soon. This is confirmed by a former member of the JAA General Aviation Steering Group. A cross-reference to task 23.004 could be included in the task description of 23.001 but this is not considered useful because

there is neither a TOR for this task nor a detailed task description. Task 23.004 is therefore cancelled.

25.008(b) (Flight test guide): The Agency envisages postponing the task because the work involved seems premature in view of the low priority attributed to this task by the Certification Directorate.

A member informed that FAA has already advanced on this task. The Agency responded that the FAA task's scope evolved and that is now necessary to review the JAA documents to ensure consistency.

The Group requested the Agency to inform FAA of the postponement of tasks identified as being of common interest.

Since it is only a drafting issue, the Agency will consider the outsourcing of this work to an external expert.

25.010 (Doors and mechanical systems): The Agency clarified the scope of this task. With regard to doors, the proposed rule changes are intended to prevent doors from inadvertent opening and, in addition, clarify that doors must be safeguarded against deliberate opening in flight. The task does not address placarding of doors specifically.

27&29.012 (AC revision): The Agency noted a member's offer to provide assistance in the drafting of the NPA.

ETSO.001 (Validation of existing national equipment specifications): The Agency reported that it encountered delays in the drafting of the NPA because EUROCAE has difficulties with some provisions of the standard EASA contract. A member asked the Agency to clarify whether it is the intention to outsource all similar tasks to EUROCAE. The Agency responded that it is considering to making use of the Commission's new approach to technical harmonization and standardisation and outsourcing work to identified standardisation bodies. Depending on experience gained in co-operating in particular with EUROCAE, it will develop a policy document in due time for discussion in the AGNA and SSCC.

31.001 (Balloons): At a member's request, the Agency clarified that the previous task 30&31.001 on balloons and airships has been split into six new separate tasks covering different categories. New Terms of Reference (ToR) have been drafted to replace the adopted 30&31.001 ToR, but the Agency awaits the outcome of the preliminary RIA for prioritising the tasks.

20.002 (AMC – Airworthiness and Operational Approval of Electronic Flight Bags): Replying to a member's comments, the Agency agreed that the relevant JAA TGL will be taken into account when drafting the NPA. The establishment of a review group to examine the comments received may be considered in the light of their nature.

20.003 (Airworthiness and Operational Approval for on board equipment related to RNP-RNAV (Required Navigation Performance/ Area navigation) Approach Operations): The Agency noted a member's request to co-ordinate work with FAA. It explained that the group had been established and its composition agreed with industry following comments made during an EASA/FAA CMT meeting. The task has been postponed because the work

involved is slightly premature in view of developments on the certification side. AGNA concurred.

20.005 (Ageing aircraft structures): The Agency clarified that JAA work is being used to elaborate the NPA.

36.003 (Noise requirements for tilt-rotor aircraft): A member was concerned by deletion because the Agency may omit the development of the necessary material for tilt rotor certification. The Agency agreed to put the task in the inventory and link its exact content and timing with progress on task BR.XXX. The Agency noted a member's advice to inform the tilt-rotor applicant of the envisaged delay.

MDM.002 (Ageing wiring): The task is postponed because the development of the RIA took longer than expected.

MDM.004 (Implementation of CorA in all Organisation Approval requirements): The Agency explained that the related task MDM.028 is included in the inventory.

MDM.014 (principal place of business): AGNA noted that the NPA on Principal Place of Business has recently been published on the Agency's website.

MDM.031 (Commercial Air Transportation by single engine aircraft in IMC): Replying to a member's concern about postponement of the task, the Agency recalled the reasons of the delays as per WP 02 Explanatory note. The member stressed that this may become an urgent issue for implementing the related new ICAO standards. The Agency underlined that, at the contrary, the current EU/OPS precludes single engine IMC commercial operations. These are the reasons why it envisaged putting the rulemaking work on hold until the implications of EU OPS legislative process and the ICAO changes are clear. It considers however essential to launch in parallel an RIA to provide a neutral opinion on the issue at stake.

Possible amendment of Form 45: The Agency recalled that the purpose of NPA 15/2005 was limited to amending Form 45 to put it in line with the new ICAO standard. In its view, the choice among the various options admitted by ICAO had indeed been done years ago when adopting Part 21. The Agency received however major reactions from stakeholders, which want to re-open discussions on this choice. The Agency is now considering issuing an A-NPA to solicit comments from interested parties, in particular local communities and airport operators, and in parallel continue work on NPA 15/2005. One member felt necessary to retain the flexibility provided by ICAO otherwise European operators may be at a disadvantage vis-à-vis their foreign competitors. AGNA concurred with the Agency's working approach.

As a general conclusion, the Agency stated that it will produce an updated 2006 rulemaking programme on the basis of comments received and publish it in December on its website.

Action required:

2. Members to provide input to enable the Agency to further complete the orphan aircraft list.
3. The Agency to organise a dedicated meeting with NAAs on the orphan aircraft issue where the UK-CAA member paper will be examined together with other possible contributions.
4. Two members offered to develop an information paper on task 21.026 related to “standard parts”
5. The Agency to inform FAA on postponed common interest tasks.
6. The Agency to add a new task in the inventory on the development of implementing rules for environmental protection.
7. The Agency to add a new task in the updated 2006 Rulemaking Programme on possible amendment of Part 21 subpart I to transpose ICAO standards related to noise certificates.
8. The Agency to develop and publish an updated 2006 Rulemaking Programme by December

3. Rulemaking Inventory

Discussion of the Inventory, including the timetable for comments, the addition or deletion of tasks and the preparation of the 2007 rulemaking programme – WP 03

The Agency explained the purpose of the inventory and the timeframe for the adoption of the 2007 rulemaking programme. AGNA was requested to submit their comments on tasks to be initiated and/or completed in 2007 by the end of March. To support AGNA’s work, the Agency offered to publish preliminary RIA for tasks initiated in 2007 as soon as available and in any case before mid-March. One member considered that the Group work could be facilitated if it was provided with interested parties position (SSCC). On the basis of the inputs received, the Agency will publish the draft 2007 Rulemaking Programme and the 2008/2010 Advance Planning by the end of April. To preserve harmonisation and enlarge consensus, the Agency suggest discussing these documents with FAA and stakeholders at the next International Aviation Safety conference in June.

A member asked to clarify the methodology for the transfer of tasks from the advance planning into the rulemaking programme and vice versa. Another member asked about the tasks that will be transformed into studies/research items. The Agency agreed to produce the following three lists before the Christmas holidays:

- the tasks which had to be initiated in 2006, as presented in the 2006 – 2009 Advance Planning,
- the tasks to be postponed after 2006;
- the tasks to be transformed into studies/research topics;

In a different domain, one member asked about the status of the Air Investigation Bureau’s (AIB) recommendations. The Agency explained that it had already established an internal process to analyse all recommendations submitted to the

Agency and to inform the AIBs of the follow up it intends to give them. While most of the recommendations require follow up at certification level, some are taken into account when mapping the rulemaking programme and the advance planning documents. One example of such a rulemaking task is “VLA on exits” which was initially a recommendation of an AIB. The list of AIB recommendations related to rulemaking and the follow-up given will be circulated to AGNA. In the near future the Agency will create a database to facilitate work in the handling of these recommendations.

Replying to a member’s inquiry about the follow-up given to ICAO amendments to standards, the Agency explained that it has established an internal system to handle ICAO State letters and suggest answers in fields of its competence. This also is used to incorporate the necessary follow up actions in the rulemaking programme and the advance planning. An example was given of the security task aiming to address ICAO annex 8 amendments.

Presentation and debate on Agency’s paper - WP04

The Agency explained the rationale underpinning the development of paper WP 04 and briefly presented the envisaged structure of the whole set of aviation safety rules. Such a work is normally done retroactively but it seemed more appropriate to anticipate the transition from national to EU rules so as to provide all stakeholders with a global view of the work to be performed and the best way to organise it. It was recognised that such an exercise is complex and at the edge of codification. The document goes further by suggesting setting up three rulemaking groups to prepare implementing rules for the first extension of the EASA system. The Terms of Reference for one of them, MDM.032, have already been circulated for comments and nomination of experts.

One member agreed with the proposed structure but had difficulties understanding the scope of the light aviation group. Moreover, he inquired whether the “Air operations” sections covers also helicopters. The Agency responded that a large margin of manoeuvre should be given to the group to rethink the regulatory framework needed to ensure safety while fostering the development of non-commercial aviation. It also indicated that the very slim differences between rules applicable to aeroplanes and helicopters do not seem to justify a separate set of rules.

A member was interested to know how the agency will address the shortage of resources and expressed concerns about the risks for industry to readjust again their documents to the new template. The Agency insisted that there was no intention to depart from already agreed JARs, as it did when preparing airworthiness implementing rules. This will also reduce the need for resources as it will focus on rules that had not been produced by the JAA system.

A member pointed out that the paper can be used for assessing the future workload for the development of rules. The Agency agreed that such was one of the main objective of the paper.

A member was not convinced that work should focus on non-commercial aviation without any political decision on the extension of the Agency’s scope to this area, taking into account NAAs scarce resources in this field. Instead, he considered the Agency should further work on commercial area issues. As regards the two other

groups, the rationale was understood but the size of rulemaking groups may not allow the necessary expertise to be available. The Agency responded that its intention is to give the groups the flexibility to create task forces to handle specialised issues whenever they arise.

AGNA noted that the work of the light aviation group will be used for feeding the Section 6 (personnel licensing) of the framework with the elements related to the recreational PPL.

A number of members wished to consult further internally before providing their views on their paper.

Following the debate, the Agency agreed to clarify the scope of the rulemaking groups' work and to continue discussions at next AGNA meeting.

Development of rules in relation to rotorcraft engine cowls

Oil specifications

Amendments to the AMC material to Part M

The Agency offered to review the above three UK-CAA papers and to adjust the rulemaking inventory as appropriate.

Action required:

9. The Agency to publish before Christmas break the list of tasks:
 - to be initiated in 2006 as per the 2007/2009 Advance Planning, and
 - to be postponed after 2006
 - to be transformed into studies/research topics
10. The Agency will publish pre-RIA on tasks it intends to progress in 2007 before mid March
11. Members to submit their comments on the tasks to be initiated or delivered in 2007 by end of March
12. The Agency to circulate the draft 2007 Rulemaking Programme and the 2008/2010 advance planning by the end of April
13. Circulate the list of AIB recommendations relative to rulemaking with the follow-up given
14. The Agency to clarify the scope of the three rulemaking groups under the GERT paper
15. The Agency to review the three UK-CAA papers and to adjust the inventory as appropriate.

4. Policy discussions

Priority to be given to issues closely related but not in the EASA remit such as security and passenger health – WP 05

The Agency introduced the intent of the paper and noted one member's advice to consider ICAO Assembly Resolution A35-12. As the meeting run out of time, the Agency suggested to discuss the paper at the next AGNA meeting and invited members to provide comments prior to the meeting.

Revision of rulemaking process for producing Guidance Material – WP 06

The Agency presented the rationale behind a simplified procedure for guidance material.

Replying to a comment from a member about the introduction of another type of deliverable into the rulemaking process, the Agency explained that issues of a horizontal nature cannot be addressed by the present procedure and suggested to introduce a new concept in the form of policy papers addressing subject that require complex solutions impacting not only on rules but also on certification procedures and industry best practices (ie. Orphan aircraft paper). Such papers should not be confused with the JAA or FAA policy papers that are mainly about interpretations of airworthiness codes.

A member was in favour of the proposed fast track mechanism provided the right safeguards were introduced and a clear definition is given of AMC/GM material.

Addressing the question raised in the WP on the fate of AMCs to airworthiness codes (sections 2), a member preferred keeping the present structure of CS rather than renaming such AMCs as GM.

AGNA was invited to provide written comments by the end of January.

Action required:

16. AGNA to provide comments on WP 05 prior to next AGNA meeting.
17. The Agency to include an item related to WP 05 in agenda of the next meeting
18. AGNA to provide written comments on paper WP 06 by end of January

5. AOB

- Planning of future meetings

Next meetings will be held on:

- 4 (starting 14h00) and 5 April.
- 22 (starting 14h00) and 23 May

- Noise requirements for aircraft registration

Replying to one member, the Agency stated that the paper IP 04 can be considered as its position on this issue. The German AGNA member explained the reasons of his replacement and thanked the members for their good co-operation.

- Thematic meetings on issues of common interest for the NAA

The Agency considered that this can be addressed by dedicated workshops. It saw the planned meeting on orphan aircraft as one of these.

Members were invited to advise the Agency whenever such a need appears.

- FAA restrictions on certification applications

Not discussed

- Accession countries Bulgaria & Romania – observer status

AGNA supports inviting the two countries as observers to its meetings.

- Report on Edinburgh Conference held on 17 and 18 November

At the conference in Edinburgh on 17-18 November, the Agency emphasised the importance of EASA working in partnership with the National Aviation Authorities. One member asked the Agency to circulate a paper to AGNA members indicating how this principle applies to rulemaking work.

Action required:

19. The Agency to submit its views on the EASA partnership with the NAAs in the field of rulemaking.

- The application of article 9 of the Basic Regulation on the acceptance of third country approval

One member highlighted that article 9 of EASA regulation foresees the renouncement of an existing bilateral agreement if an imbalance is identified. He considered that the implementation of existing agreements by the Agency, in particular the UK/FAA BASA, creates such imbalance among Member States manufacturers. The Agency explained that it was not made use of this provision yet as the Community is actively involved in the discussion for a new EU-US BASA and such an action would affect progress of negotiations.

The Agency noted a member's request to clarify the Agency's position as regards the certification of PMA parts used by EU operators. The Agency informed that there is no automatic acceptance of any US form and normally the Agency shall certify the design of any PMA part installed on EU registered aircraft, regardless whether it is critical or not. The Agency agreed to organise a workshop with NAAs and industry on this topic.

Action required:

20. The Agency to organise a workshop on PMA parts approval to present the result of the study and discuss the way forward.

Date of next meeting

The next meeting will be held on 4 (14h00) and 5 April in Cologne.

Actions table

Action #	What	Who	When	Status	Comments
1-6-05	The Agency to pursue work on WP02 – prioritisation taking into account comments made by the consultative bodies	Y. Morier		O	Ongoing
2-1-05	Analyse data and conclude on fainting passenger issue	Agency	Next meeting	O	Ongoing
2-2-05	Circulate paper on the 2005 rulemaking programme state of play on CIRCA	Agency	Asap	C	
2-3-05	Establish transparent procedure and criteria for selecting rulemaking group members' from nominees	Agency	Q1 2006	O	The Agency is developing a workflow on the establishment of rulemaking groups containing timeframes, roles and interfaces to address members concerns. One member wished the Agency inform non-retained candidates and provide the meeting schedule in advance to nominated experts. Linked to action point 2-13-05
2-4-05	Provide updated list of ToR and drafting groups.			C	Document published on CIRCA on 19 July
2-5-05	Systematically use an accelerated procedure to update Appendix I to AMC66.			C	NPA 13/2005 & CRD 01/2005 published on the Agency's website on 8 August
2-6-05	Amend the 2005 rulemaking programme.			C	Revised 2005 rulemaking programme published on the website on 22 July
2-7-05	Review the 2006 rulemaking programme taking into consideration Group remarks.			C	2006 rulemaking programme published on the website on 22 July
2-8-05	Consult the Member States individually in accordance with article 43.2 of the BR when the MS have to apply the Agency rules.			C	The Agency developed a work instruction to show compliance to article 43.2 of the BR. The paper will be presented at the next steering committee meeting (see point 2-13-05)
2-9-05	Circulate FAA/EASA rulemaking co-operation workflow.			C	Document published on CIRCA on 2 November
2-10-05	Provide comments on IP05.			C	No comments were received by the Agency
2-11-05	Adjust the 2007-2009 advance planning in view of the comments received.			C	CRD encompassing AGNA comments and Agency responses was published on CIRCA on 09 August
2-12-05	Conduct a study to support the consideration of European PMA by analysing the US system and by gathering and reviewing relevant statistical data.			C	The call for tender for a study on PMA will be launched the coming days. The report is due in Q2 2006.
2-13-05	Invite the Steering Committee for a kick off meeting in September.			C	Kick-off meeting was held on 11 October. Next meetings are scheduled for 12 January 2006 and 5 April 2006
2-14-05	Propose topics for central workshop.			C	The Agency will organise a Part 66

					workshop for regulated persons but no needs were identified in other areas.
2-15-05	Review AGNA RoP with regard the annual number of meetings at next meeting.			C	The Agency provided WP 01 on amended AGNA RoP.
2-16-05	Provide documentation on possible new studies.			C	One member offered to provide his thoughts on possible new studies.
2-17-05	Submit report on tailor rotor failure issue.			C	The Agency received the said paper and handed it over to the working group for its consideration.
2-18-05	Review paper 2-17-05 and provide Agency's opinion on the way forward.			C	A new item 27& 29.018 has been incorporated in the WP 03 - inventory
2-19-05	Discuss point on monitoring of NPRMs at the next EASA-FAA rulemaking meeting			C	The Agency explained that it is co-operating with FAA on the basis of EASA-FAA rulemaking co-operation scheme. Moreover, Mr. Boeullay, EASA/JAA representative to FAA, informs the Agency on FAA rulemaking activities. One member considered that the Agency shall actively monitor the NPRM process and provide Agency's position in case of disagreement.
2-20-05	Review the result of the research projects and make use of them when executing tasks 25.038 and 27&29.008.			C	Issue addressed in the respective items of the CRD (refer to action point 2-11-2005)
3-1-05	Take into consideration NAAs' offers to provide the Agency with draft NPAs.	Agency		~	
3-2-05	Provide input to enable the Agency to further complete the orphan aircraft list.	AGNA		O	
3-3-05	Organise a dedicated meeting with NAAs on the orphan aircraft issue where the UK-CAA member paper will be examined together with other possible contributions.	Agency		O	
3-4-05	Develop an information paper on task 21.026 related to "standard parts"	Two members		O	
3-5-05	Inform FAA on postponed common interest tasks.	Agency		O	
3-6-05	Add a new task in the inventory on the development of implementing rules for environmental protection	Agency		O	
3-7-05	Add a new task in the updated 2006 Rulemaking Programme on possible amendment of Part 21 subpart I to transpose ICAO standards related to noise certificates.	Agency		O	
3-8-05	Develop and publish an updated 2006 Rulemaking Programme	Agency	By December	O	

3-9-05	Publish before Christmas break the list of tasks: - to be initiated in 2006 as per the 2007/2009 Advance Planning - to be postponed after 2006 - to be transformed into studies/research topics	Agency	By December	O	
3-10-05	Publish pre-RIA on tasks it intends to progress in 2007	Agency	Mid March	O	
3-11-05	Submit comments on the tasks to be initiated or delivered in 2007	AGNA	End March	O	
3-12-05	Circulate the draft 2007 Rulemaking Programme and the 2008/2010 advance planning by the end of April	Agency	End April	O	
3-13-05	Circulate the list of AIB recommendations relative to rulemaking with the follow-up given	Agency	Asap	O	
3-14-05	Clarify the scope of task of the three rulemaking groups under the GERT paper	Agency		O	
3-15-05	Review UK-CAA three papers and to adjust the inventory as appropriate.	Agency	Asap	O	
3-16-05	Provide comments on WP 05 relative to issues outside the Agency remit	AGNA	Prior to next meeting	O	
3-17-05	Include an item related to WP 05 in agenda of the next meeting	Agency	Prior to next meeting	O	
3-18-05	Provide written comments on paper WP 06 relative to simplified procedure for GM	AGNA	End January	O	
3-19-05	Submit its views on the EASA partnership with the NAAs in the field of rulemaking.	Agency	Asap	O	
3-20-05	Organise a workshop on PMA parts approvals to present the results of the study and discuss the way forward.	Agency	Asap	O	

Legend

O: Open

C: Closed (The items indicated as closed will disappear from table in the next minutes)

~: continuous task

WP: Working Paper

IP: Information Paper

Participants in AGNA meeting

EASA Member States (Members)

Walter Gessky
Austria

Vitezslav Hezky
Czech Republic

Per Veingberg
Denmark

Ari Vahtera
Finland

Jean Teillet
France

Udo Dehning
Germany

Sigurjon Sigurjonsson
Iceland

Brian Skehan
Ireland

Carmine Cifaldi
Italy

No name was provided
Latvia

Jan Bengston
Norway

José Silvero Rocha e Cunha
Portugal

Martin Nemecek
Slovak Republic

Ingrid Linden
Sweden

Bob Rieder
Netherlands

John Nicolas (alternate of Mr. Trevor Woods)
United Kingdom

Non EASA Member States (Observers)

Manuel Keller
Switzerland