

European Aviation Safety Agency

ADVISORY GROUP OF NATIONAL AUTHORITIES

MINUTES OF 2ND MEETING 2009

24-25 JUNE 2009

Day 1: Wed 24 June 2009

Strategic Discussion on theme "Authority requirements", and subpoints:

- **Collective oversight**
- **Risk based oversight**
- **Safety management**

No formal minutes were taken on this day.

Day 2: Thu 25 June 2009

Introduction and adoption of the agenda

Mr Kneepkens, the meeting Chair welcomed all participants to the meeting. He said that six members recorded apologies for non-attendance.

The draft agenda was agreed with the following addition:

- Feedback from the workshop on Tuesday 23 June 2009.

Adoption of minutes of the previous meeting and actions arising

Working Paper 00: Minutes of meeting 1-2009

The minutes of the previous meeting, held on 18-19 March were agreed with the incorporation of two minor changes:

- task 21.024 – change name from "Mr Weightman" to "UK member"
- page 7 – FCL review group 5th line – change "all" to "many" in the sentence "It was also observed that all members of the core group..."

The action table was displayed, and a verbal debrief was provided on each item. The table has been updated accordingly.

Action 3-3-08	open
Action 3-4-08	closed
Action 3-6-08	open
Action 3-7-08	open
Action 1-1-09	open
Action 1-2-09	closed
Action 1-3-09	open
Action 1-4-09	open

The Agency gave an update relating to Action 1-4-09, and on the various other initiatives aiming at enhancing the quality of translations:

- For the general glossary the validation has been done by all but 5 countries, feedback has been given to the Translation Centre (CdT) that will upload information into a translation terminology database used by different Community institutions.
- OPS/FCL glossary is currently being developed by the Agency, when it is ready it will be sent to AGNA for translation.
- OPS/FCL reference material: material received from 7 countries so far. An issue on IPRs has been raised by the Polish member to which the Agency provided the translation centre position. The Austrian member informed that they have the translations for FCL, OPS1 and OPS3 available.
- NAA translation focal points: when a considerable number of names of focal points have been received, the list will be published and circulated among NAAs, CdT and EASA. The Agency expects the network of translation focal points to solve many problems that are currently experienced.
- ATM/Aerodromes Glossary: AGNA to be invited to support translation of terms. In the development the Agency will make use of material from Eurocontrol and other available reference material.

1. General Introduction

- Extension of the EASA system to aerodromes and ATM/ANS

The Agency gave a presentation on the subject matter,

The French member asked whether non-EU service providers will be affected. The Agency clarified that all ATM services within EU must be covered, even if provided by non-EU provider. In such a case the competent authority is the Agency. The Commission observer added that as future competence covers different services, there's a need to distinguish services from personnel requirements. The exact impact of "Member States may continue with national schemes" will need to be discussed e.g. in relation to training requirements.

The French member wondered if it will be possible to produce the rules on the 2nd extension within the planned timetable. The Agency agreed that it is an extremely challenging timetable. It is therefore everyone's responsibility to contribute and deliver in time: this was also highlighted to the Management Board at their June meeting, who recommended relying on existing rules, and writing rules in phases by focusing on key issues. The timescale and the possibility for transition periods will be discussed with the EASA Committee in July and with the Management Board in September, before making the final decision.

The Greek member asked to clarify whether some aerodromes might be excluded from EASA regulation as is today for Annex II aircraft. The Agency replied that besides military operated aerodromes and small aerodromes which are not covered in the scope of the amended Basic Regulation (as defined in its Article 1) no other exclusions have been defined, but proportionality and subsidiary principles will obviously apply in this regard.

After a question from the Swedish representative, the Agency clarified that AGNA will be asked to nominate members to the Rulemaking Group, in accordance with the rulemaking procedure. Due to the holiday period the Agency agreed that the normal three-week consultation period will be extended to a full month. The plan is to issue the draft Terms of Reference by mid-July, but group activities would be launched earliest in September after the Management Board meeting on 15 September, and depending on feedback from NAAs and industry.

The Agency also highlighted that the AGNA members need to ensure that proposed experts can spend sufficient time to these tasks. Also coordination will be needed for the nomination of qualified experts between NSAs and NAAs, if these are two different organisations in an EASA Member State. The Agency will make the presentation available in CIRCA after the meeting.

- Update on BASA agreements

The Agency informed the AGNA members that a meeting to discuss the bilateral agreements is taking place in Brussels. Progress has been made on the possibility for a bilateral with Brazil, and that there might be soon a mandate from the Council to the Commission. AGNA was informed of the potential for a bilateral with Australia.

With regard to the EU-US Bilateral agreement, the Agency informed that the House approved the re-authorisation Bill, and that it had received information that the Bill is going to be discussed in the Senate in August. The Agency pointed out that this issue is putting the whole bilateral issue under threat and stressed that the political lobbying is up to the Commission, but the Agency provides technical expertise where necessary. Twice-annual standardisation visits have to be planned to each of the 1237 US repair stations. A small study is to be tendered out to find out about the possible effects and how the Community can prepare for mirroring actions. Results of the study should be ready by September/October.

The EU-Canada bilateral is progressing normally and this might be ratified soon after the verification of the different language versions.

- NAA focal points for organisation approvals

The Agency sent a letter to AGNA members on 17 March with request to nominate NAA focal points for organisation approvals, so far 15 nominations have been received. It was explained that most of the responses included the contact details of responsible NAA staff, whilst some NAAs opted for a simple reference to their website. Once the list is ready, the Agency will create a new webpage where the list will be placed.

Action required:

1. The Agency to provide presentations delivered during the AGNA meeting
2. The Agency to publish the list of NAA focal points on organisation approvals

1. 4-year Rulemaking Programme 2010-2013

State of implementation of the 4-year Rulemaking Programme 2009-2012; adjustments as necessary to reflect latest developments - WP01

The Agency explained that in the field of **Product Safety** there are several delays compared to the previous programme. There are four main reasons for the delays:

- Support to the ATM department (a person has been borrowed for 2 years period)
- Some tasks were postponed from 2009, this created a peak for 2011-2012
- Introduction of Enterprise Resource Planning (ERP) system and other Agency wide administrative extra tasks

The UK member enquired whether the Internal Safety Committee (ISC) is reviewing task 21.024(b) "The Future of DOA". The Agency replied that this was discussed in the ISC in February; the debate on the issue will continue, but task has been put on hold for the time being. The Agency's Certification directorate is currently replying to a letter from industry on this matter, the letter will also be copied to AGNA for information.

The UK member enquired what retroactive action the Agency has planned for task 27&29.020 "Vibration Health Monitoring". The Agency replied that it plans to introduce the material into CS 27&29, but that there are no plans for retroactive action yet. The UK member mentioned that in such a case UK CAA might make use of the flexibility provisions (article 14) if that helps the Agency to proceed with task quicker. The Agency said that they would need to coordinate with OPS colleagues, and invited the UK member making a proposal for a draft rule. The UK member accepted to contribute to progressing this task.

The French member pointed out that the action MDM.054 on "De-icing / Anti-Icing" was indicated as closed in the programme, to which the Agency responded that it is a mistake and that the related NPA is ready for publication soon. This task will address the issue of residues; however will not handle the issue raised by DGAC-F concerning the recommendation from the accident in Pau. The Agency pointed out that the programme has several tasks on icing and that the industry requested to handle them in one package.

The French member enquired what the work method was OPS.055 "Evaluation of the provisions of flight and duty time limitation" is; he thought it was agreed it will be a group task. The Agency said that it is still drafting the ToR and having discussions with stakeholders and has not yet decided on the working method on the final proposal. Once the ToR is ready it will be submitted to AGNA for consultation.

The Austrian member enquired whether it is planned to have a task on the Question Data Bank. The Agency clarified that the JAA CQB databank will be transferred to EASA, but at the same time it is preparing a call for tender to explore on new questions for the future databank. It is not planned for the time being to start rulemaking work to progress this matter. The Belgian member highlighted that the Member States are still preparing questions and advised for a close coordination with the Agency. The Agency accepted a close cooperation with all concerned NAAs.

The Swedish member referred to the Swedish proposals and comments in relation to the draft Rulemaking Programme which had been provided in writing.

The Agency gave an update on **Flight Standards** ongoing rulemaking tasks, in particular on the 5 NPAs related to the first extension, and stressed that the planning for the comment periods have now stabilised:

- FCL NPA comments are now being handled (for more details see below).
- AR/OR NPA consultation ended on 28 May, 4400 comments were received. The Agency has started to review comments internally, and will set up ad hoc groups to review comments with experts.
- OSC NPA closing date is 30 June.
- OPS NPA closing date 31 July.
- TCO NPA is planned to be published in September.

Other ongoing rulemaking was also highlighted:

- FCL.008 "Flying in IMC": task launched, 3 meetings have been held, 2 are planned, first draft NPA expected to be ready in October.
- OPS.055 "Evaluation of the provisions of flight and duty time limitation": as mentioned before ToR is being drafted, finalisation is expected in September.
- MDM.063 "Child restraint devices": the study report has been delivered and will be published on the Agency's website. Further work depends on outcome of Management Board meeting in September.

The Austrian member noted that the pre-RIA had been received on ambulance flight, and highlighted that there might be problems with co-pilot licences. The Agency replied that the task has not yet been initiated, and that the comment will be taken into account in due time.

Status report on **ATM & Aerodromes** tasks were covered by the presentation under point 1.

The Agency briefed the members on the outcome of the discussions held at the Management Board meeting in June 2009 on Environmental Protection tasks. The Management Board agreed that the question of extending the Agency's involvement in environmental issues should be put on hold for the time being, in favour of other priorities. The Agency has to put its energy in delivering the 1st and 2nd extension first, before putting more load on the system.

Feedback on the progress of the review of comments on NPA 2008-17 – IR on Pilot Licensing

The Agency had the first meeting with review group in April, where they started general discussions and reviewed several comments. Now preliminary review of comments received is going on, roughly 40% comments have been reviewed and provisionally answered. Second meeting of review group is planned to take place in Q4/2009.

Six key issues have been identified: Basic LPL, medical for the LPL, proficiency check, balloon licence, acceptance of 3rd country licences and medicals. The Agency explained these key issues in more detail.

The UK member appreciated the update and said that their colleagues are daunted by high number of comments. He asked whether it is planned to include revised proposed text in Comment Response Document, the Agency confirmed that this was planned.

The Austrian member asked how the letter from the Commission will affect work, the Agency said that for large aviation the old rules are for most copy-pasted, but LPL is a new concept, a more detailed update will be given later.

At the request of the Danish member, the Agency explained that task FCL.002 has "tbd" as start date in the draft programme, as planning depends on the final planning of FCL.001 and FCL.004. The exact planning will be made in December when we know how to prioritise other tasks.

In response to the Austrian member, the Agency explained the background of the letter received from the Commission on the timeframes for the delivery of the draft Implement Rules. The Agency explained that it had prepared a discussion paper for the June Management Board meeting on how it can best adhere to the timelines defined in the Basic Regulation with the limited resources at its disposal, and the letter from the Commission was in response to this paper. The Management Board did not agree with either the Commission or the Agency, but suggested looking for a staged approach in delivering the 1st and 2nd extension; these are to be debated further in the September Management Board meeting. Possible timelines will also be debated in the EASA committee in July, the Agency encouraged AGNA members to put their views forward there. Agency will start to prepare for September meetings together with the Commission.

Revised schedule of the opinions on the implementing rules on OPS/FCL

The revised schedule has been presented to AGNA in the various dedicated communications and the final deadlines for public comments were reported again above.

Discussion on the draft 4-year Rulemaking programme 2010-2013

The Dutch member highlighted that even though tethered gas balloons are in EASA remit, many Member States have excluded them in their legislation, as for example in the Netherlands they are seen as part of fair equipment. He proposed to change Annex II in this respect to avoid additional work for the Member States. The Agency replied that tethered balloons are in the Agency's remit as they are not excluded, and that the Agency confirmed to the Dutch authority some years ago that tethered gas balloons are to be considered aircraft and that rulemaking is required to regulate this type of activity.

In response to question raised on Unmanned Aerial Vehicles (UAVs), the Agency agreed that the UAV market is developing quicker than expected. UAV below 150 kg is very popular, but this falls under Annex II. The Agency needs to develop something on airworthiness, but need some breathing space to see what the applications are for these aircraft. The Agency also noted that this task is not a priority as other tasks are more important at the moment.

The Austrian member requested an update on task OPS.065 (a) and (b) "Review of equipment requirements", the Agency said it will check and reply to this request later. He also asked if the issue of applicability date could be solved before the opinion is published, otherwise it may create the need for exemptions.

The UK member highlighted that the new programme format difficult to navigate, he would prefer to have tasks grouped. The Agency took note of this request and promised to change the format for next time.

The Austrian member pointed out that no timeline is stated for task OPS. 064, but that it should be available in 2012. The Agency replied that as the task is linked to the 1st extension, the planning will be finalised after September MB.

In response to a question from the Austrian member the Agency clarified that tasks 21.042 – 145.017 are not linked and have no interface issues.

The approval of the rulemaking programme will be done in two steps, first the Management Board needs to make a choice on which proposals are to be taken on board for coming years, the matching with available resources will be done later and discussed in the advisory bodies November meetings. Consequently, the rulemaking programme can be finally endorsed in December only.

Dutch member proposal for Draft Terms of Reference on Guidance Material for the performance of the ACAM programme under M.B.303 – WP02 & IP01

The Dutch member explained that in the UK there was something similar before the EASA regulations, some NAA's found it a good idea to develop guidance material based on UK experiences. The outcome as the result of a number of meetings is offered to EASA who could develop formal guidance material, or add the task into the rulemaking programme. The Agency replied that the task has already been proposed as an Agency task, and there is no problem in adding it for 2010 and use the proposed material as basis for an Agency NPA. The Austrian member welcomes that task and pointed out that root cause element should be added to the ToR, the Dutch member fully agreed. There will be a next meeting of these NAA's on root cause analysis in October to learn how different techniques are used in different countries and develop more GM.

Italian member proposal on Permit to Fly issued in accordance to Reg. 375/2007 art. 21A.701(15) – WPO3

The Italian member introduced a case in Italy, details are given in Working Paper 03 (A request from an Italian citizen based on article 21a.715 of Regulation 375/2007. Aircraft not compliant with any requirements (US-LSA), EASA had issued PtF with restrictions)

It was mentioned that two other Member States have issued a Permit to Fly for same kind of aircraft. In order not to penalise the Italian citizen, ENAC is willing to accept a statement of conformity, and proposed a solution (which is also presented in WPO3). The Agency thanked the Italian member for the explanation, and mentioned that there has been a lot of correspondence, but no agreement was yet found. The Agency has received inputs from other authorities, and a meeting with Certification directorate had taken place to find an interim solution, this is pending the issuance of opinion following task MDM.032.

To alleviate the burden from Member States to find conformity with design referred to in the approval of Flight Conditions,, the Agency proposes that the competent authority should issue a Part-21 Subpart F letter of agreement to the manufacturer. Cooperation is needed between EASA and NAAs. In the future the ELA process will replace this interim solution.

The Austrian member fully supported Italy's position, but had received some more questions from their experts. ASTM is a production standard, what minimum standards are used as basis for flight condition approval? The Agency clarified that the ASTM standard was mentioned as it's relevant for production, but that it also contains a design standard.

The following comments: concerns were expressed:

- When sub-part F letter of acceptance would be issued?
- communications with NAA of design and manufacture,
- communication with applicants,
- validity of already issued permit to fly
- scope of ASTM standards
- continuing airworthiness
- How to approve changes

It was agreed to proceed according to the proposal. In the light of the above concerns, the Agency will organise a dedicated meeting with the NAAs, the interested authorities should contact Product Safety department.

Post-meeting note: the meeting was organised on July 10 and the following NAA's were invited: UK, FR, AT, CZ, GE , SE and IT based on the feed-back received during the lunch break.

Opinion on the rulemaking deliverables for 2010

Opinion to be given after the review of draft 4-year programme by the Management Board in September.

Action required:

3. The Agency to provide AGNA a copy of the letter to industry on "Future of DOA"
4. The UK member to contribute with regulatory material on "Vibration Health Monitoring" task
5. The Agency to give an update on Task OPS.065 (a)&(b) "Review of equipment requirements"
6. The Agency to group the tasks in the new programme format for easier navigation

3. Policy Discussions

Update on Third Country Oversight (TCO) draft rule

The Agency gave a presentation on the issue, but as the rule is not finalised yet, the Agency hoped to allow for some discussion. The NPA is planned to be published in September 2009.

The Bulgarian member raised a point about the definition of principle place of business, the Agency acknowledged that it is aware of this and will take it into account.

It was clarified that the operator needs an authorisation from EASA, but pilots not holding a standard ICAO licence (sub-ICAO licence) an operational authorisation from the national aviation authorities.

The Danish member enquired whether other EASA Member States are obliged to accept a sub-ICAO licence validated by Denmark. The Agency confirmed that this is the case.

The Bulgarian member said that until now CAT is covered by EU-OPS and aerial work by national rules and gave an example: CIS aircraft wanted to operate in Bulgaria, but was prevented from working because the aircraft was not authorised in Bulgaria. Would this be considered commercial operation? The Agency confirmed that it would be considered commercial operation and they will need to comply with TCO and probably also the OPS implementing rules since no ICAO standards are established for aerial work.

The Bulgarian member added that the limit for wet lease contracts should be clarified. The Agency added that wet lease is in the proposed OPS rules as being approved by the NAAs (for a non-community operator conducting commercial operations an authorisation of the Agency is required).

It was also clarified that if a European operator sells the tickets but uses a 3rd country operator, it's still under European operator's operations.

In response to a question from the Greek member, the Agency clarified that the economical part of the rules of operating an aircraft (granting traffic rights) will remain a responsibility of the Member States.

The Austrian member said the Member States will need guidance on differences between Annex IV and ICAO SARPS. The Agency replied that a comparison between Annex IV and ICAO Annex 6 standards was made in the context of OPS and TCO. The airspace issues will remain even when SESAR is finished, but these issues will need to be addressed in TCO.

The Irish member made two observations: firstly it appears that there are two organisations making assessments on safety of foreign aircraft; the agency and the commission (black list), second relates to foreign registered aircraft remaining in Europe for a period time. The Agency clarified that a foreign aircraft used by a Community operator needs to comply with the essential requirements of the Basic Regulation.

Update on NETS implementation, including a point on how to keep NAA experts current

The Agency explained that due to resource problem it's not able to implement NETS as planned, thus things will be done in sequential order by dividing the project into phases.

In the first phase, the planning and the pre-RIA processes will be ready by the end of summer, so that they can be used for the new planning exercise starting in September. These are being drafted now, for this AGNA consultation is required. The approval of the said procedures will be done through a written procedure in the Q3/2009 and they will then be finalised in autumn. As of January 2010, all new tasks will be started in accordance with NETS. By end of 2010, all procedures should be adopted.

Change of definitions for commercial air transport with impact on EC-Regulation No 2042/2003 – WP 04

The Swiss member gave an overview of the problems they've faced in relation to the definition of Commercial Air Transport. The details are given in Working Paper 04.

The Agency replied that as far as Regulation 2042 is concerned, NPA on task MDM.047, planned to be published during the summer, will introduce the definition of commercial air transport provided by ICAO. This definition will apply to all aircraft. However, this does not mean that the rule will have the same requirements for all aircraft involved in CAT. The Basic Regulation provides enough room to allow the new Implementing Rules to permit contracting a CAMO or a Subpart F organisation for certain aircraft (maybe sailplanes, balloons, small operators, flights A to A...)

The Swedish member reminded that the Commission has stated that A-to-A commercial operators may contract a CAMO instead of having their own CAMO, the Commission observer confirmed that in the framework of a safety committee meeting last year it was said that such A-to-A operators can contract a CAMO.

The Austrian member said that it's not clear in the OPS regulation what is considered commercial operation, more guidance is needed e.g. with regard to training flights. CAT is relating to Regulation 1008/2007, commercial operations are a different issue. Austria has sent a letter to the Commission asking for clarification. The Commission observer stated that the letter has not yet arrived, but will deserve a clear answer.

The Agency pointed out that in the definition of commercial operation in the Basic Regulation, commercial training flights are defined as commercial operations other than CAT. It also explained that the Basic Regulation doesn't go into CAT, nor the type of operation or point of departure/arrival, only the type of contract. CAT in ICAO definition means transport of persons, goods or mail against a remuneration based

on a contract, the type of activity is not relevant (eg. aerial work). Aeroclub memberships give some power over the aircraft, thus it's not considered commercial operation. Today A to A flights fall under EU-OPS, it needs to be evaluated whether requirements are proportionate. Commercial operations definition has been extensively discussed, thus the Agency would not wish to change the BR.

The Danish member asked where training flights fit in, and how FTL fits into that. The Agency said that there's a specific paragraph in the operational rule relating to the issue when a person is subject to FTL schemes from 2 different operators.

The Agency agreed to possibly elaborate on guidance material.

Carriage of Persons with Reduced Mobility – IPO2 & IPO3

The Austrian member introduced the subject and asked if the Agency has any tasks coming up on this subject.

The Agency gave a short presentation and presented the ongoing EASA study (EASA 2008.OP.15). Proposed amendments relate to facilitation, not to flight safety, recommendations have been checked against the proposed rules. The EASA study includes all special categories of passengers, including persons with reduced mobility, conclusions expected by December 2009. Based on the study possible rulemaking action will be decided (eg. CS-25, operations). Pre-RIA will be prepared and submitted to AGNA and SSCC for prioritisation in relation to the Rulemaking Programme.

The Austrian member highlighted that it needs to be ensured that EU rules are in line with those in the US to ensure EU operators are not disadvantaged.

4. AOB

Planning of future meeting - Information paper 04: Future meetings

It was agreed that the same set-up as for this one is acceptable (1/2 day on first day, full day on day 2).

For the first meeting in 2010, 17-18 March was agreed as the meeting days.

Feedback from strategic discussion yesterday

Most members found the strategic discussions useful; some specific comments are listed below:

- The Polish member proposed that it might be beneficial to make simulations of how different scenarios would work.
- The Swedish member found the discussion valuable, and found it a good idea to have first day on specific topic, and it was useful to have presentation from the Agency on the topic.
- The Dutch member said that with the NPAs still in progress, it's not easy to have information in advance, but due to amount of data it's difficult to find relevant information.
- The French member agreed that it's good to have dedicated meeting and proposed that in the next meeting main concerns could be shared, and perhaps the presentation could be posted in Circa a few days in advance

For the November meeting a topic still needs to be agreed on, the Agency proposed LPL and OSC.

The UK member asked for a clarification on the exact topic of the thematic meeting on 17 September 2009, the Agency explained that the workshop is on alternative AMCs, but FTL topic can be brought up, however for AGNA members it would be better to bring generalist alternative AMC specialist than an FTL specialist.

Feedback on central workshop in France – French AGNA member

The French member explained that the workshop was appreciated, and the Agency's answers were valued.

Irritating matters - Information paper 05: list of items raised by members

The Agency provided answers to several issues raised by the AGNA member.

The Polish member raised the following issues:

- Quality of translations: The Agency plans to have consolidated versions produced for 1702 and 2042, but these need to be adopted by EASA committee first.
- Synchronisation of publication of regulation and AMC/GM and email notifications: The Agency explained that this is what it's aiming for. The Agency has started to separate tasks to a and b to separate the timelines for opinions and decisions. After adoption of regulation it takes some time

to adopt AMC/GM, as sometimes changes have been introduced into the regulation. The Agency also plans to have notifications through the e-handbook for final rules. For regulations it's possible to sign up to eur-lex for notifications (<http://eur-lex.europa.eu/lexalert/html/abonnement>).

- Documents dispersed over 3 platforms (website, circa, synopsis): The Agency noted this and said that in the NETS project there is a point for rationalising the different information platforms.

The Irish member raised the following issues:

- Subpart G approvals: The Agency replied that this is already incorporated in the documents to be discussed by EASA Committee on 7 July
- Participation in FCC standardisation meetings: Rulemaking will check with Standardisation and reply back to AGNA.
- Consolidated versions: The Agency replied that in the future consolidated versions of the rule with the related AMC/GM will be made available electronically through the Rulemaking Handbook. Also printed material is considered as useful to stakeholders and the Agency has therefore initiated work in producing the consolidated Part-M (including its AMC/GM) as a trial case and expect to deliver the priced publication by end of this year. Currently the introduction of ERP is a priority, thus Part-M printing has been slightly delayed.
- Small foreign registered aircraft: The Agency replied that this will be part of the proposed change to Regulation 2042 envisaged by task MDM.047

The Dutch member raised the following issues:

- Detailed regulations: The Agency replied that performance based regulations will be promoted
- Overload of admin requirements on NAAs and industry: The Agency agreed that it will try to put into place a system where administrative burden is reduced.
- Limited implementation periods: The Agency will take the comment into account for future rules; the Agency can only propose transition periods, but cannot make decisions on them.

The Austrian member highlighted that the Opinions from 2005 are finalised in 2009, which means it takes four years for the Commission to process them, he requested that the Commission work a bit faster.

Feedback on implementation of EASA rules

It was agreed to list this item higher in the agenda and to discuss this topic in the next meeting.

Feedback on the workshop on 23 June.

The French member stated that when things are explained verbally it gives a different idea than the written text, thus such workshops are important. The Dutch member agreed; as the workshop was more on the context than content, it cleared up many questions.

The Austrian member also agreed that the workshop was well done, but pointed out that only advantages were presented, not the disadvantages; these would be good to include in future workshops. He also mentioned that EASA and Commission should consider that it's difficult to revoke an approval.

Action required:

7. The Agency will check and respond to AGNA on the possibility of NAA staff participating in FCC standardisation meetings.

The meeting was closed at 16.10 on 25 June 2009

Actions table

Action #	What	Who	When	Status	Comments
3-3-08	Develop AMC material to address task M.025 – foreign CAMO issues.	Agency	ASAP	O	Task started this year. Comment from the Netherlands to be added. France may need to seek an exception. Matter ongoing, G. Thirion is discussing with product safety.
3-4-08	Include tasks on “approach with vertical guidance” and “TCAS-ETSO” in the programme for deliverables in 2009	Agency	ASAP	C	The task is now part of 4-year RMP.
3-6-08	Determine whether retrofit of new ETSO standard to existing fleet is warranted.	Agency	ASAP	O	ToR being prepared, ready for consultation shortly. Task to be performed using extension of scope to ATM, to be added to RMP.
3-7-08	Issue an NPA on de-icing.	Agency	In line with programme timeframes	O	ToR has been published, NPA now in internal consultation.
1-1-09	Consider how best to deal with existing rules and making changes to them, in order to avoid inconsistencies, as part of the improved drafting of rules initiative	Agency	ASAP	O	Part of the NETS project
1-2-09	Submit any further comments on proposed 4-year rulemaking programme.	Members	31/3	C	feedback received from Austria and Sweden
1-3-09	Exchange views/information on the NAA staff numbers topic in anticipation of a further AGNA discussion on the subject	Members	Next meeting	O	ECAC study is ongoing, once results are ready, item will be added to a future AGNA agenda.
1-4-09	Provide assistance with the translation of the OPS/FCL glossary needs, as already requested	Members	ASAP	O	A. Tziolas gave a brief update on translation matters
2-1-09	Presentation on “Extension of the EASA system to aerodromes and ATM/ANS” to be published in CIRCA	Agency	ASAP	O	
2-2-09	Create a webpage on NAA focal points for organisation approvals on the Agency website	Agency	By year end		
2-3-09	Copy the S-Directorate letter to the industry on ISC reviewing the task 21.024(b) “The Future DOA”	Agency			
2-4-09	Proposal on draft rule to task 27&29.020 “Vibration Health Monitoring”	UK Member	ASAP		
2-5-09	Give an update on Task OPS.065 (a)&(b) “Review of equipment requirements”	Agency	Next meeting		

Action #	What	Who	When	Status	Comments
2-6-09	The tasks in the new programme format to be grouped for easier navigation	Agency	ASAP		
2-7-09	Check with Standardisation Directorate a possibility of NAAs to participate in FCC standardisation meetings	Agency	By next meeting		

Legend & codes:

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

X-X-200X: meeting reference – item - year

Participants in AGNA meeting

EASA Member States

Walter Gessky
Austria

Marc Haerynck
Belgium

Eleonora Dobрева
Bulgaria

Vitezslav Hezky
Czech Republic (on day two)

Ole Boysen Lynggaard
Denmark

Ari Vahtera
Finland

Georges Thirion
France

Dirk Sajonz
Germany

Sotirakis Stamou
Greece

Sandor Herpai
Hungary

Brian Skehan
Ireland

Fabrizio D'Urso
Italy

Edgars Gindra
Latvia

Henrik Caduff
Liechtenstein

Jean-Michel Delval
Luxembourg

Bob Rieder
Netherlands

Tom Egil Herredsvela
Norway

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