

## European Aviation Safety Agency

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### SAFETY STANDARDS CONSULTATIVE COMMITTEE

29.06.2006 – MINUTES OF 1<sup>ST</sup> MEETING 2006

#### Opening and round table

The Chair opened the meeting and welcomed all the participants. He went on recalling the Committee members' role and responsibilities'. A round table followed giving the opportunity to all participants to present themselves.

#### Approval of the Agenda

The agenda was approved.

#### Adoption of minutes of the previous meeting and actions arising – WP 00

The final draft minutes 3-2005 were accepted.

The action table was displayed and a verbal debrief was given on each individual item described in the associated action table.

#### 1. Report from the subcommittee chairpersons

The Committee and the Agency thanked AEA for their offer to accommodate the subcommittee meetings.

The Chair gave the floor to the subcommittee Chairs to present their meeting conclusions:

##### *Design and Manufacturing*

The D&M Chair presented the conclusions of the meeting as outlined in the presentation (*see link to presentation*). Specific issues raised during this review are summed up below:

- **MDM.004 (Implementation of CorA in all organisation approval requirements):** Contrary to what was stated in the presentation, the Agency clarified that rulemaking is not the most efficient way and that it has not yet decided on the means to address the issue.
- **25.022/25.058 (Ice protection and Appendix C):** One member recommended extending the scope of the task to cover "helicopters". The Agency noted the point and replied that the task addresses issues of large aeroplanes/engines and it would be difficult to introduce helicopter considerations. The Agency advised the member to come with specific proposals for helicopters.
- **Health and Safety paper:** One member did not agree with the D&M subcommittee proposed timing and advocated for immediate rulemaking action on the subjects of contaminated cabin air and deep vein thrombosis (DVT). The Agency opined that there is sufficient data to initiate work on "cabin air quality". In this case, another member was in support of rulemaking action and recommended engine manufacturers to further improve the quality of bearings to avoid dissemination of oil fumes in the cabin. The D&M Chair invited all members to submit supplementary data to allow a better understanding of the subject.

- **GERT paper:** The Chair noted the subcommittee advice to keep the current regulatory framework.
- **Guidance material:** The Committee was in support of the Agency proposal for a fast-track mechanism.
- **UK CAA paper on lubricating oils:** The Committee concurred with the subcommittee proposal to include a task in the rulemaking inventory.
- **Assistance in developing rules:** as was discussed in previous meetings, the industry has examined the possibility to provide the Agency with drafts on technical, non-controversial issues to accelerate the pace of production of deliverables. Unfortunately it reached the conclusion that it was not structured to do so and was obliged to decline the invitation. As a consequence it recommends to the Agency to privilege as often as possible the use or rulemaking groups.

#### *Engineering and Maintenance*

The SSCC was presented with the subcommittee's meeting conclusions (*see link to presentation*). Specific issues raised during this review are summed up below:

- The Committee agreed with E&M Chair suggestion to align the timing of task 145.006 in the minutes 1-2006 to the schedule proposed in the subcommittee minutes 3-2005 (meeting held on 01 December 2005).
- **21.027 (21A.431(d) Changes and Repair to ETSO article):** The Agency noted one member's reservation to allow changes and repairs outside the ETSO authorisations.

The Committee enjoyed a presentation given by the E&M Chair on the topic "de/anti-icing", providing a list of reasons affecting the safety of aircraft. The E&M Chair invited the Agency to initiate rulemaking work to address the issue.

Several members were in support of E&M Chair proposal and informed the Agency about the work undertaken by other organisations and/or authorities on this subject. Furthermore, they suggested creating an MDM task as the issue touches on various Parts.

The Chair explained that experience showed that the middle of Europe seemed to have a problem because of the infrequent exposure to the "de/anti-icing" procedures, whereas North Europe has much exposure and South Europe none. He opined that this is an area where industry recommendations exist, but no statutory rules.

In light of the above discussions, the Agency agreed to expeditiously launch an A-NPA to generate views on this MDM issue .

#### *Flight Standards*

The SSCC was presented with the subcommittee views (*see link to presentation*).

Specific issues raised during this review are summed up below:

- **GERT paper:** The subcommittee was in support of the Agency proposal to develop a general framework for all future EASA rules in the field of aircraft safety. It, however, recommended conducting an evaluation on how this model could impact the industry.

- **20.002 & 20.003 (AMC – Airworthiness and Operational Approval of Electronic Flight bags and of on board equipment related to RNP-RNAV approach operations):** The Agency noted the subcommittee concerns on the lack of progress.
- **21.039 (Introduction of “operational” issues in type-certificate):** The F&S Chair explained that such an approach could make it difficult for the operators to change their training programmes if doing so requires a change to the TC. Additionally, he pointed out the fact that training of pilots is not always provided in parallel with the verification of compliance of a product to the certification basis but afterwards. In such cases, the delivery of the TC could be delayed.

The Agency explained that Opinion 3/2004 recommended that the outputs of the JOEB process become mandatory for all the Member States through a decision of the Agency. The Commission lawyers considered however such decision can only be adopted by the Agency if it is directly related to the product it is related to (individual decision with a clear addressee) as Agencies cannot set binding standards of general application;. That’s the reason why the agency decision following the JOEB shall be linked to the TC it complements. The intention when doing so is to set minimum requirements. This will not preclude operators and national authorities doing more if they so wish and it is justified by a specific operating environment. Moreover the issuing of this decision could be disconnected from that of the TC and appear as an “operational TC”. Last but not least it must be clear that the intention is not to change the current JOEB process to elaborate this decision.

The Agency noted one member’s suggestion to cross-refer in the “operational TC” to the paragraph in Part 66 regulating type ratings.

Replying to the E&M Chair enquiry why “minimum syllabus of maintenance certifying staff type rating training” is part of the “operational TC”, the Agency responded that training syllabi for maintenance certifying staff are currently in AMC and not in Parts and therefore only a means of compliance. The Agency intention is to move it higher up because the experience showed diversity on syllabi content, duration and evaluation across Europe. It explained that the rulemaking group 66.011 is currently drafting AMC on type training to be included in the “operational TC”.

One member asked whether the group on task 66.011 has taken into account the new approach within ICAO for “competency based training” to which, the Agency responded positively.

In light of the above discussion, the Agency agreed to establish a “group” to evaluate the various options; deliver a RIA; develop the operational airworthiness requirements and assess the right place under Part 21. The NPA will only be published after adoption of the amended EASA Regulation by the legislator.

Due to the importance of this issue, the Chair recommended passing on the SSCC minutes to the group on task “66.011”.

- **Guidance material paper:** The Agency noted the subcommittee’s request to extend the title of the paper to include “A-NPA”.

Responding to the F&S Chair's request to clarify the role of non-SSCC members in the subcommittee meetings and the application of the "25% quorum", the Chair invited Mr Ambrose to rationalise the terms of reference and rules of procedure of the subcommittees. Mr Ambrose accepted the task.

To sum up, the Agency:

- Noted that the subcommittees were in favour of the draft 2007 rulemaking programme and advance planning subject to comments expressed during the meeting.
- Noted the Industry position as regards a possible contribution to rulemaking and commented that, in some cases, other methods may be more efficient and expeditious than the use of rulemaking groups..
- Clarified that the EASA/FAA rulemaking co-operation scheme foresees a loose co-operation during the programming phase and an active co-operation between the respective focal points during the drafting of the rules. It explained that the tasks of common-interest are not identified yet because of the ongoing discussion with the FAA on the definition of the working method and the concept of lead authority.

Action required:

1. The members to submit supplementary data on "cabin air quality" and "deep vein thrombosis" to allow the D&M subcommittee getting a better understanding of the subject.
2. The Agency to include a task on "cabin air quality" in the rulemaking inventory.
3. The Agency to include a task in the rulemaking inventory on lubricating oils.
4. The Agency to develop an A-NPA on "de/anti-icing".
5. The Agency to establish a "group" on task 21.039 to deliver a RIA; develop the operational airworthiness requirements and assess the right place under Part 21. The NPA will only be published after adoption of the amended EASA Regulation.
6. The Agency to pass on the SSCC minutes to the rulemaking group on task "66.011".
7. The E&M Chair to rationalise the ToR and RoP of the subcommittees with regard to the role of alternates/observers and the application of the "25% quorum".

## **2. 2006 rulemaking programme(s)**

*State of implementation of the 2006 rulemaking programme and the 2007/2009 Advance Planning – IP 01 & IP 01(b)*

The Agency acknowledged the delays encountered in the 2006 programme implementation. It reported that 5 tasks were considerably delayed and will have to be moved to the 2007 rulemaking programme later on in the year. This will be taken into consideration when adopting the 2007 Rulemaking Programme to avoid a further knock-on effect.

As regards the Advance Planning, review of documents before this meeting showed delays that affect the feasibility of the 2007 Rulemaking Programme as presented in WP 01. This was also identified by the D&M Sub-Committee.

*State of play of active rulemaking groups – IP 02*

The Committee acknowledged the information paper.

### **3. 2007 rulemaking programme**

*Opinion on the draft 2007 rulemaking programme – WP01 and IP 03*

As indicated here above, 8 delayed tasks will be shifted from the 2007 Rulemaking Programme to the 2007 Advance Planning. As indicated here above also this programme will be expanded by year's end to encompass five delayed tasks from the 2006 Rulemaking Programme. The Agency expects however being able to deliver work thanks to an expansion of the initial airworthiness team and the closer monitoring of the programmes implementation. Additionally, the Agency will outsource work to external experts whenever possible.

The SSCC expressed a positive opinion on the 2007 Rulemaking Programme subject to the comments expressed during the meeting.

Action required:

8. The Agency to review the 2007 rulemaking programme to take into account Committees' remarks

### **4. 2007 advance planning**

*Comments on the 2007 advance planning – WP 02, IP 04 and IP 05*

The Agency acknowledged the comments expressed by the subcommittee chairpersons on the working and the information papers during the reports.

Action required:

9. The Agency to take into account the Committee's inputs on the 2007 Advance Planning.

### **5. Policy discussions**

*Revision of rulemaking process for producing Guidance Material – WP 03*

The Chair took note of the broad support of the SSCC for a slimmed process, provided it is clear that it would only apply to genuine guidance material. The Agency agreed with this remark and considered that it has enough material to proceed with the work. It intends to produce a revised document and distribute it to SSCC members before presenting it to the Management Board.

*General EASA Rules Template (GERT) paper*

The Chair noted the various, some times opposite, views expressed: on one hand the D&M Sub-Committee strongly recommends keeping the current regulatory framework to avoid economic burden on the industry and on the other hand the Flight Standards Sub-committee broadly supported the Agency's views provided an evaluation is conducted on the impacts of the new framework on the industry.

The Chair invited the Committee members to express their views to reach a common position.

During the subsequent debate, the following remarks were stated:

- One member was, in principle, in favour of a new structure but believed it not to be the right time since it could be a costly solution for operators and maintenance organisations whilst it would not immediately add to safety.
- Another member asked the Agency whether the efforts are worthwhile considering the Agency's scarce resources and advised focussing on other priority issues.
- Responding to the Chair's request to provide AGNA's position, the Agency reported that in AGNA's opinion, the new framework will result to administrative burden for the authorities/industry and requested, therefore, a thorough impact assessment.
- Replying to one member request for clarification on the benefit and drawbacks of the new approach, the Agency explained that consistency cannot be ensured with the current structure. Especially, because an amendment to the text would lead to several Parts being affected. The Agency considered that the "doing nothing" is not an option because the JAA context revealed that maintenance and operations rules are not rightly structured and needed to be aligned to the EASA regulatory framework. Additionally, those rules are not aligned to the ICAO format which makes it difficult for the Agency to find the right place under that framework.
- One member pointed out that Committee member concerns may be addressed if the transition period is extended and stressed the benefit for the industry to have one regulatory framework.
- The D&M Chair insisted on the high investments for industry to transpose their documentation to the new model without any apparent safety benefit. The Agency recalled the concerns expressed by industry when introducing the new "numbering of approvals" system but experience showed less problems during the implementation.

Responding to these comments the Agency recalled that "do nothing" was not an option as there is no commonly agreed framework for aviation regulations in Europe. States have different systems and the JAA structure had never been conceived as the basis of an overall consistent set of rules. In some cases it mirrors the American system, which itself is outdated and in which new developments have been added on a case by case basis. Such is the reason why some major foreign regulators have felt the need for a more modern and consistent approach to this question. With the development of Community competence in the field, there is a need to have forward looking view in order to avoid a piecemeal approach that would be very costly to rectify in the future (post meeting note: the Commission has launched in parallel a codification exercise for organising all aviation related law adopted by the Community).

This being said the Agency understands that there is no need to change the structure of the rules adopted so far without serious reasons and that needed adaptations have to be introduced at the right pace. It thinks that the structure it proposed does indeed

meet this objective as its building blocks in the field of airworthiness are the current Parts, except for the Sections B which are moved to a separate chapter dealing with NAAs requirements without affecting industry. It is right that in this domain there is an attempt to draw the conclusions of the JAA on the consistency of organisations' approvals and to anticipate on the adoption of the ICAO Standard on Safety Management Systems, by placing all requirements in a single section. If this is to induce changes in the documentations, the Agency is ready to consider what they could be. It is to be reminded however that when establishing a new numbering of organisations' approvals in 2004, there was an outcry on the possible costs, but that after review this appeared not to create any serious difficulty. The Agency calls therefore the concerned organisations (covered by the current Parts) to look at the framework and explain what they think would be consequences and detail them. It will on this basis establish an impact assessment. Possible changes in this domain shall be considered any how as a long term vision as there is no urgent need.

As regards now OPS/FCL, it is clear that an appropriate structure needs to be found to draft the related implementing rules. As moreover the JARs are far from covering the whole set of needed rules, the Agency does not want to find itself again in the situation where it was when it appeared that the essential rules now covered by Part M were missing. It, however, acknowledged that the framework was approached from an intellectual point of view and opined that it has enough time, until the adoption of OPS/FCL package by the legislator, to examine the effects and neutralise them as much as possible. This work could in fact be conducted by the teams in charge of preparing these implementing rules.

With regard to the harmonisation aspects and the application of the EU system in third countries, the Agency believed that this was a false problem. Foreign states have their own legislative system and must any how insert the FARs or JARs into such system. What is important is that the requirements are the same while the overall presentation can vary from one state to another. Moreover, if we can build a good and consistent system, they can also elect to adopt it.

To conclude the Agency expressed its readiness to take into account the Committee's remarks when further working on a possible structure and invited the industry to provide detailed and quantified inputs in writing on the consequences of the envisaged GERT framework.

Following these clarifications, the D&M Chair, recognising the need for a long term codification, considered necessary to revisit the issue once the effects in terms of consequences can be better evaluated, acknowledging that there is still some time before making decisions.

The Committee recommended:

- Members' to provide the Agency with a detailed inventory of all possible consequences.
- The D&M subcommittee to consider the establishment of a working group to contribute to this work.
- The Agency to conduct an evaluation of possible effects/benefits and to consider transitional arrangements.

- The Agency to keep as much as possible the current building blocks and to consider user friendly presentations privileging self understandable set of letters rather than hermetical numbering.

Action required:

10. The Agency to produce a paper on how it will ensure transparency in the development of new or revised guidance material.
11. Members' to provide the Agency with a detailed inventory of all possible consequences of the new regulatory framework.
12. The D&M subcommittee to consider establishing a working group to examine effects on the industry.
13. The Agency to conduct an evaluation of possible effects/benefits and to consider transitional arrangements.
14. The Agency to keep as much as possible the current building blocks and to consider users friendly presentations privileging self understandable set of letters rather than hermetical numbering.

## 6. AOB

- Planning of future meeting
  - 15 and 16 November 2006. The Agency clarified that industry meeting is taking place on 14 November 2006.
  - 13 and 14 June 2007 to be confirmed at the next meeting.
- Demand for membership by ELFAA – IP06

The Chair explained to the members that ELFAA, who primarily represents low cost carriers, wishes to become a member. Upon the Chair's request for complementary information, ELFAA answered that they are not well represented through the existing SSCC members and that they would like to bring in further expertise. Mr C. Schmitt informed the Committee that ELFAA has recently been accepted as member of the Advisory Board and that its composition has now to be re-balanced.

Whilst some members were persuaded of the value added of ELFAA expertise and the benefit of having a different point of view on certain issues, other members were not in favour because they thought it would result in an imbalance in the Committee and would make the decision process more difficult.

One member suggested giving follow-up to their request by including them in relevant rulemaking groups.

One member said that it would be beneficial for the Agency to have them in the Committee to influence and increase the safety level within that sector.

One member thought that such membership should be compensated by extending employee's representation.

Following the above debate, SSCC gave a positive recommendation to ELFAA's request.

The Agency thanked the Committee for its opinion that will be duly taken into account when making a final decision. It expressed also some hesitations in the



light of comments on the balance and the related need to extend the Committee's size. It is likely therefore that its decision will focus on whether this category of operators have peculiarities in term of safety regulation that are not properly reflected in the current Committee's composition. In this context economics seem to have little impact.

Action required:

15. The Agency to further consider inviting ELFAA to nominate a member.

- Report on transfer of CJAA tasks

The Agency reported on the latest developments regarding the transfer of CJAA. It explained that the discussions between Agency and CJAA staff revealed various operational issues that had to be resolved before the actual handover. It was particularly noted that the Agency will act as a technical service provider for rulemaking, standardisation, some certification tasks and SAFA. For the latest, the Agency is going to manage the database on behalf of the Commission. Additionally, the Agency will take over the JAA research committee but discontinue JSSI that is replaced by ESSI (Re. agenda point "Agency inventory on safety related research").

The JAAC will however run the machinery for the adoption and publication of the JARs, using their current publisher (IHS).

All those items were accepted by ECAC but the Commission expressed concerns with this approach because they consider that the adoption of Annex 3 to Regulation (EC) No 3922/1992 (EU OPS) makes it now impossible to continue using the JAA rulemaking process to adapt JAR-OPS.

As final note, the Agency reported that all the related vacancy notices were launched for staff to start by 1 January 2007.

Replying to one member's request about the continuation of JAA sectorial teams and the involvement of SSCC in their work, the Agency stated that operations and licensing issues would have to be raised within the sectorial teams. The Agency explained that it has no competencies yet and therefore has to keep JAA procedures. One member expressed concerns on possible overlaps and lack of interface between the Committee and the sectorial teams.

- Agency mechanism to respond to AIB recommendations

The Agency has set-up an internal process to follow-up and respond to accident investigation bodies' recommendations, managed by the Safety Analysis & Research department. It acknowledged delays in responding to recommendations but it has now initiated rulemaking to address the recommendations related to ageing wiring.

To increase visibility, the Agency aims to present activity on the subject through a dedicated page on the Agency website.

- EASA policy for responding to foreign public rulemaking consultation – IP07

Mr C. Schmitt gave a verbal brief on the issue at stake. He considers that the Agency must give visibility to stakeholders and, therefore, invited the Agency to participate to the public consultation of foreign civil aviation authorities draft rules.

The Agency explained that it is not a regulated person subject to third country authorities' rules and, therefore, has not to participate in their process as any regulated person.. This does not mean that the Agency will not take position as appropriate, in particular when a foreign decision may affect the achieved harmonisation. In such cases the Agency will express its position in writing like it did for fuel tank safety. If, to fulfil its obligations, the FAA needs to introduce such letters in their system, it is up to them to do so. Moreover the Agency has no objections to making such letters public to ensure the much sought transparency the industry is looking for.

Mr C. Schmitt asked the Agency whether it expects from foreign authorities to adopt a similar approach and whether it intends excluding their comments from the CRD. The Agency responded that this was for the foreigners to decide. It will on its side always put comments received in its CRD.

The Chair commented that even the Commission submitted comments to the important rules issued by foreign authorities.

Following the above debate, the Committee encouraged the Agency to keep it informed on the content of the Agency's response. The Agency agreed to communicate in writing its position on every important issue.

**Action required:**

16. The Agency to communicate to SSCC its position on important third country authorities draft rules.

- Agency inventory on safety related research.

Replying at one member's request, the Agency explained that ESSI aims at analysing safety in the sectors: commercial air transport, general aviation and rotorcraft. This initiative does not cover safety research issues.

The Agency considers that medium and long term research should be managed by rulemaking to ensure that regulatory aspects are incorporated in the Community research framework programmes to allow for the certification of the developed products.

- Co-ordination with AGNA

One member asked to set-up a mechanism for a better co-ordination with AGNA members. The Committee agreed to discuss this point at its next meeting.

**Action required:**

17. The Agency to revisit the point on co-ordination with AGNA.

**Date of next meeting**

The next meeting of the Subcommittees and the Committee will be held on Wednesday 15 November and Thursday 16 November 2006 at EASA premises in Cologne.

## Actions table

Action #	What	Who	When	Status	Comments
2-2-05	Report on the publication of PCM contacts on its website.	Agency	Next meeting	C	The PCM list, without contact details, was circulated on 16 <sup>th</sup> June and posted under folder "follow-up documents meeting 2-2005"
3-1-2005	Prepare policy paper on "industry & norms"	D&M Chair	Next meeting	O	Report by the SC D&M Chair
3-2-2005	Present a draft procedure on the determination of rulemaking group membership	Agency	Next meeting	O	Three meetings were held to review the programming, initiation and drafting workflows. Next meeting is scheduled for 13 July and a wrap-up meeting in September to finalise the package.
		Mr de Gouttes	July		Mr de Gouttes to seek members' views on draft workflows.
3-3-2005	Circulate Terms of Reference of the PMA study to SSCC members	Agency	Asap	C	SSCC was notified on 9 June about the publication on the Agency website of the tender specifications on "PMA" and on "Part 66 QCB".
3-4-2005	Provide a list of envisaged studies and to consider making use of industry expertise in the drafting of their terms of reference	Agency	Asap	C	Table of possible 2006 studies were circulated on 23/12/2005.  The Agency clarified that prior circulation of draft terms of reference to associations would exclude them from participating to those procurement procedures and therefore is not envisage making use of that option.
3-5-2005	The Agency to send out a questionnaire on new concepts in delegation in design approval and to consider adding a task in the rulemaking inventory in light of the responses received.	Agency		C	The Agency published questionnaire published in December with deadline in March 2006. Responses are now being analysed and action to be taken depends on the results of the survey. Additionally, the Agency included task 21.024(b) in the rulemaking inventory and envisages organising workshop on this issue.
3-6-2005	Collect and perform analysis of the available health & safety studies recommendations and provide its report to the Committee.	D&M Chair		O	Presentations made at D&M subcommittee March meeting by ECA/BALPA. D&M Chair reported under the agenda point "report from the subcommittee Chairs".
3-7-2005	Report on the transfer of CJAA.	Agency	Next meeting	C	Item included under agenda point "AOB".
3-8-2005	SSCC members to provide advise on the prioritisation of the JAA program.	SSCC	Next meeting	C	Agency received contributions from AEA/ERA and circulated papers to full SSCC on 21 June.
3-9-2005	Provide the preliminary RIA for the	Agency	Beginni	C	The Agency posted (XX) pre-RIA

	tasks to be initiated in 2007 rulemaking programme		ng February		on 28/02, 09/03, 16/03 and XX/XX.
3-10-2005	Justify the inclusion of previous JAA tasks in the Inventory.	SSCC	Next meeting	C	The D&M Chair reported under the agenda point “report from the subcommittee Chairs”. Other subcommittee Chairs informed that it was not discussed during the meetings but opined that it is taken care off in their recommendations’.
3-11-2005	Consider the inclusion of a MDM task on reporting obligations under the respective Parts.	Agency	Next meeting	C	The Agency briefed members on the different means to report occurrences and opined that the occurrence reporting obligations are already integrated under the respective parts. Nonetheless, a common form is missing. The Chair reported that a new provision has been included in the extended EASA Regulation addressing this issue.
3-12-2005	Produce a CRD on the Inventory encompassing subcommittees’ comments and Agency responses	Agency	Next meeting	C	CRD to the rulemaking inventory was circulated on 23 December 2005. CRD to the draft 2007 programme and advance planning was circulated on 02 June 2006.
3-13-2005	Circulate the ToR on task task BR.004 relative to essential requirements for environmental protection.	Agency	Asap	C	Draft ToR circulated for SSCC opinion on 2 May.
3-14-2005	Respond to EASA Advisory Board’s letter on Balloons	Chair	Asap	C	Response letter sent on 21 January.
3-15-2005	Members to provide comments in writing on GERT paper	SSCC Subcommittees’	Next meeting	C	Agency received position papers from ETF/IBAC.
3-16-2005	Provide comments in writing on Guidance material paper	SSCC	Next meeting	C	No input received.
3-17-2005	Invite EAMTC to nominate possible member of the SSCC	Chair	Asap	C	Agency sent invitation for nomination on 31 January and received feedback on 8 May.
1-1-2006	Submit supplementary data on “cabin air quality” and “deep vein thrombosis” to allow the D&M subcommittee getting a better understanding of the subject.	Committee		O	
1-2-2006	Include a task on “cabin air quality” in the rulemaking inventory.	Agency		O	
1-3-2006	Include a task in the rulemaking inventory on lubricating oils.	Agency		O	
1-4-2006	Develop an A-NPA on topic “de/anti-icing”.	Agency		O	
1-5-2006	Establish a “group” on task 21.039 to deliver a RIA; develop the operational airworthiness requirements and assess the right place under Part 21. The NPA will only be published after adoption of the amended EASA Regulation.	Agency		O	

1-6-2006	Pass on the SSCC minutes to the rulemaking group on task “66.011”.	Agency		O	
1-7-2006	Rationalise the ToR and RoP of the subcommittees with regard the role of alternates/observers and the application of the “25% quorum”.	E&M Chair		O	
1-8-2006	Review the 2007 rulemaking programme to take into account Committees’ remarks	Agency		O	
1-9-2006	Take into account the Committee’s inputs on the 2007 advance planning	Agency		O	
1-10-2006	Produce a paper on how it will ensure transparency in the development of new or revised guidance material.	Agency		O	
1-11-2006	Provide the Agency with an inventory of all possible consequences of the new regulatory framework.	Committee		O	
1-12-2006	Consider establishing a working group to examine effects on the industry.	D&M SC		O	
1-13-2006	Conduct an evaluation of possible effects/benefits and to consider transitional arrangements.	Agency		O	
1-14-2006	Keep as much as possible the current building blocks and to consider users friendly presentations privileging self understandable set of letters rather than hermetical numbering.	Agency		O	
1-15-2006	Further consider inviting ELFAA to nominate a member	Agency		O	
1-16-2006	Communicate to SSCC its position on important third country authorities draft rules.	Agency		~	
1-17-2006	Revisit the point on co-ordination with AGNA.	Agency		O	

Legend & codes

O: Open

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

~: Continuous

WP: Working Paper

IP: Information Paper

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

## **List of participants**

### **Members**

Martin AMBROSE  
Pedro Vicente AZUA  
Patrick DEBUCHY  
Jean-Marc CLUZEAU  
Inger-Helene ENGER  
Wolfgang ENGLER  
Michael ERB  
Peter FEIND  
Catherine Gathier  
David Gibbons  
Frank Kabuth  
Thomas Leoff  
Paulo MONTEIRO  
Mark PRIOR  
Hans-Ulrich RAULF  
Jacques Renvier  
Fons SCHAEFERS  
Rudolf SCHUEGRAF  
Liam Sisk  
Michel VEDRENNE  
Carlo VERGARI  
Bob WILSON

### **Alternates**

Mark Wilson (alternate Dieter Zeckai)  
Olivier Ragot (alternate Jean Michel BIDOT)  
Robert Alway (alternate Fred Bruggeman)  
Jens Hennig (alternate Walter Desrossier)  
Michael Romanowski (alternate Gerald Mack)

### **Observers**

Claude SCHMITT  
Jim Howard Gibbons  
Nicolai DOS SANTOS  
Phillipe DE GOUTTES