

European Aviation Safety Agency

ADVISORY GROUP OF NATIONAL AUTHORITIES

MINUTES OF 2ND MEETING 2007

20-21 JUNE 2007

Introduction

Mr Probst welcomed all the participants and presented Mr Goudou's apologies for his absence at the meeting.

Agenda

The Chair informed the members that suggestions for additional agenda items received in advanced of the meeting were incorporated in the final agenda. The Group agreed to cover the new items proposed under the AOBs and approved the proposed agenda.

▪ Adoption of minutes of the previous meeting and actions arising

The comments from *Mr. Woods* and *Ms. Linden* were added and the minutes agreed. The action table was displayed and a verbal debrief was given on each individual item as described in the attached action table. A number of actions were closed.

1. General introduction

Extension of the Agency's scope: The Agency reported that the first reading did not lead to a compromise package. The Parliament wished having a second reading of the Council common position. Tripartite meetings between the Council/Parliament/Commission are now scheduled to reach an agreement on the package. This implies that there is more time available to deliver the draft implementing rules on OPS/FCL. The Agency asked the rulemaking groups to deliver their work by the end of July. The objective is to have the draft NPA published when the legislative process is finalised, probably by the end of the year.

Mr. Teillet asked about the transition provisions for the entering into force of the extended Regulation and its implementing rules. The Agency recalled the provisions of Article 58 of Regulation 1592 that specify that the Regulation (or its amendments) enters into force by the date of its publication and that its implementing rules apply from the dates they specify on a case-by-case basis. For legal certainty however it has been decided that such implementation dates may not be later than four years after the entry into force of the Regulation. The exact dates will therefore be the result of the consultations and negotiations on the related implementing rules.

The Group received a status update of the rulemaking groups, working on the drafting of the implementing rules on OPS/FCL.

Mr. Bengston enquired whether the implementing rule on Third Country Aircraft Oversight will affect the SAFA Regulation. The Agency explained that there will be an implementing rules corresponding to the US Part 129 (the related EASA task is OPS.004), which, together with the implementing measures of the new Article 7 on collective oversight, will make the SAFA Regulation redundant. This set of rules may also have an impact on black listing.

EU-OPS & EASA-JAA transition: In relation to the EU-OPS, the members were briefed about the Commission position to limit the number of changes that will be incorporated in EU-OPS before its entry into force; the Air Safety Committee has agreed on 10 items that will be considered in this context. The remaining items in JAA NPA-13 and those under

development in the JAA system will be incorporated in the draft EASA implementing rules if mature enough or follow the EASA process and be included in the rulemaking inventory.

As far as the EASA-JAA transition concerns, the Agency reported that it had submitted the JAA rulemaking plan 2007/08 for JAAC opinion, expected by the end of week. It went on explaining the criteria followed to select the tasks to be transferred and managed under the EASA process. As a consequence there are no JAA transferred tasks in the draft 2008 rulemaking programmes so far. This will be reviewed later in the year when more is known on what will be in EU-OPS, what will be in the draft implementing rules and what is left for the future EASA process. The intention of the Agency is to come with a proposal for amending the Advance Planning at the next AGNA and SSCC meeting in November.

Mr. Teillet asked whether it is planned to produce AMCs to EU OPS. The Agency explained that the Commission does not intend to produce AMCs and it has not requested the Agency to do so either. However Member States could make use of JAR-OPS.1, Section 2 to produce their own AMCs. As regards EASA rules it is of course envisaged to produce AMCs/GM as usual, based on existing JAA material when it exists.

Extension to ANS: The Agency reported on the conclusions of the High Level Group for the future of European aviation regulatory framework, formed by the Commission in November last year. It will deliver its final report containing recommendations for streamlining the Community regulatory system and a roadmap with concrete measures to boost performance of Europe's ATM system. In this report, a proposal is made to transfer ATM safety regulation from the Single European Sky (SES) to the EASA system. In parallel the Commission plans to issue a legislative proposal to revise the SES package to make the differences clear between safety, interoperability and economic regulation. Consequently, the Agency will try to accelerate the work so as to have its NPA published by Q4 2007 and the opinion issued as soon as possible next year.

Aerodromes: The Group was briefed about Agency's intention to issue the opinion during the summer period.

Opinion process: The Agency reported that the opinions on: Permit to Fly, Form 45, CIS-aircraft, were promptly progressed by the Commission. However, other Agency's opinions have not been processed yet and it had therefore been agreed a catch-up exercise with the Commission. The core steps of this process consists of: a political endorsement of the outstanding opinions by the EASA Committee, the Agency to produce clean consolidated versions of the implementing rules in English, the Agency to send the text for translation to the Translation Centre, the Agency to submit the translations of the clean consolidated text in all EU languages to the Commission for adoption.

In the future, the Commission suggests seeking the views of the EASA Committee and hold the proposals until a sufficient number of these are produced before it proceeds with the formal adoption of amending regulations consolidating several Agency opinions.

In another context, the Agency remarked that some Management Board members asked for feedback on issues and/or were unaware of papers that were already discussed in AGNA meetings. The members were therefore invited to disseminate information within their organisation.

2. 2007 Rulemaking Programme – WP 01

The Agency reported that it is actively monitoring the implementation of the rulemaking programmes. It went on saying that it had planned to hire 7 officers in the Product Safety Department but due to the budgetary constraints the number was brought down to 3 and their

recruitment delayed to the beginning of 2008. It had therefore to consider what in the adopted 2007 Rulemaking Programme can realistically be done and what has to be transferred to the 2008 Rulemaking Programme. The result of this work is presented in WP01. In brief, only 23¹ tasks as opposed to 38 of the currently adopted programme can be finalised. The remaining tasks are now in the draft 2008 Rulemaking Programme or Advance Planning.

The Agency informed members that it will not publish a new amendment of the 2007 Rulemaking Programme, but adopt the 2008 Rulemaking Programme instead incorporating the latest planning. In the future, the Agency should not make successive changes to the adopted programme, except to introduce new urgent tasks or delete those that appear unnecessary or unfeasible in light of progress..

The Agency observed that very few comments were made prior to the meeting on WP01. The ensuing debate on the tasks is summarised in annex I.

Following the above discussion, the Group concurred with the Agency's proposed way forward.

3. Draft 2008 Rulemaking Programme – WP 02

The Agency presented the approach used for the development of WP 02. In view of the resource constraints expressed above, the Agency invited members to review carefully the priorities in this draft and to suggest tasks that could be moved to the 2008 Advance Planning.

The ensuing debate on some tasks is referred in the Annex I attached. For those tasks not quoted, no comments were raised. In summary, no strong dissenting views were noted on priorities nor were strong requests for additional tasks made by the group.

In conclusion, the Group was invited to further reflect on the 2008 Rulemaking Programme and submit their inputs in writing in two weeks time from the date of this meeting.

In the context of this point the following parallel discussion arose:

CRD to the rulemaking inventory

Mr. Teillet and *Mr. Woods* thanked for the preparation of the CRD to rulemaking inventory and appreciated the work behind its compilation.

Mr Woods requested two additional weeks to comment on the draft 2008 RMP in order to cross-check the programme priorities with its inputs to the rulemaking inventory.

A-NPAs

Mr. Teillet requested a list of A-NPAs that have or will be produced so as to have an overview, especially as the A-NPAs are not appearing in the rulemaking programme anymore. The Agency reminded that A-NPAs constitute a preliminary step in the rulemaking process. This can serve, inter alia, as an input to the production of preliminary RIAs or the evaluation of reality of an issue or feasibility of rulemaking. As a consequence the Agency will from now include any task preceded by an A-NPA in the advance planning programme and indicate the production of A-NPAs in the working method column. Full transparency will therefore be provided.

Accident Investigation Board recommendations

¹ Excluding: 21.043 (task deleted), 21.040 and MDM.032 (both A-NPAs) and including: 21.023(c), 20.004(b) and 20.006 (a).

MMr. Woods/Teillet pointed out that in the inventory some items result from Accident Investigations Board (AIB) recommendations. For these cases, they advocated for a more structured process to clarify whether special conditions or rulemaking will be used. Rulemaking was the process favoured by *Mr Woods*. The Agency replied that recommendations can be addressed through special conditions are sometimes the best way to address AIBs safety recommendations and that systematic rulemaking may not be appropriate when a change to the related CS is not necessary in view of the peculiarities of the issue.

Mr. Gessky commented that the use of special conditions raised issues in the US in some situations.

Mr. Teillet advocated for a policy that foresees special conditions in the short term followed by rulemaking action if necessary. He also indicated that it is not clear to the outside how the Agency handles AIB recommendations.

The Agency noted this last remark and will pass it to the Safety Analysis Department for consideration. It nevertheless stressed that there is already a structured internal procedure, which includes: an initial analysis by the Safety Analysis & Research Department; allocation to the competent operational Directorate for an answer to the recommendation; review of the replies by the Internal Accident Investigation Committee. If rulemaking is deemed appropriate a task is incorporated in the rulemaking inventory for consideration in next year's advance plan or rulemaking programme. This process is made visible to the public through the publication of a list of all AIBs recommendations addressed to the Agency with the Agency's analysis and envisaged remedial actions. However consideration may be given to a system showing this in a clearer manner to the public.

MMr. Woods/Teillet also advised that the Agency's Certification Directorate looks at the draft rulemaking programme to identify the safety priorities. The Agency replied that this is already done in a systematic way as no decision affecting the Agency is adopted without prior internal consultation.

EASA-FAA rulemaking co-operation

The participants were informed about the conclusion of the discussions with FAA on the rulemaking co-operation agreement. In addition, the Agency exchanged with FAA information on tasks of common interest and the corresponding working methods.

Action required:

1. The Members to provide inputs on priorities on the 2008 rulemaking programme in two week time;
2. The Agency to adopt the 2008 Rulemaking Programme taking into account inputs received from the advisory bodies;
3. Mr Woods to cross-check the 2008 rulemaking programme priorities with its inputs to the rulemaking inventory and to provide additional comments on the draft 2008 RMP;
4. The Agency to indicate in the 2008 Advance Planning programmes the tasks preceded by an A-NPAs;
5. The Agency to pass on members observations to the Safety Analysis Department about transparency of the process for handling AIBs' safety recommendations;
6. The Agency to organise a workshop to explain the proposed framework for additional airworthiness specifications for a given type of aircraft and type of operation – task 21.039;

4. Draft 2008 advance planning – WP03

The Agency presented the working paper 03. The planning is based on comments received on the inventory after its publication in November 2006 and on the candidate tasks list for 2008 reviewed during the March 2007 AGNA meeting. In nits present form the advance planning does not include any task in the OPS and FCL domains; as explained in paragraph 1 above, this will be done in November when more is known about the last revision of EU-OPS and the content of future implementing rules. On the basis of WP03, the Agency wished receiving indications on the tasks that can be postponed to the rulemaking inventory as well as feedback on the task scope and timeframe.

The ensuing debate on some tasks is referred in the Annex I attached. For those tasks not quoted, no comments were raised.

In conclusion, no strong dissenting views were noted on the priorities nor strong requests for additional tasks were made by the group. The Agency will adjust the Advance Planning with the feedback received.

In this context, the AGNA group was invited to further reflect on the 2008 Advance Planning and submit their views or further remarks in writing in two weeks time from the date of this meeting.

In the context of this point the following parallel discussions arose:

Part 66

The Agency informed members that clarifications are regularly sought on Part 66 and this probably needs more AMC/GMs material to address interpretation issues and ensure consistency. The Agency asked members if AMC material has been produced at national level and invited them to share such material as a possible input for EASA AMCs.

Part M

The Agency explained the timeframe for the amendment of Part M that will include changes to the requirements but also some transitional arrangements. This shows that the final Commission amending regulation will be adopted too close to the September 2008 entry into force date prescribed in Regulation 2042/2003. Industry has voiced its concern on the fact that they need to prepare well in advance despite a number of states are already preparing for this. The Agency called AGNA members to invite their administrations to handle applications received from applicants with flexibility and avoid imposing requirements that will be subject to changes in the next months as indicated in the draft rule, which will be published in the coming days.

Mr. Woods enquired whether EASA will provide a list of requirements not to be implemented. The Agency responded that this is clear from the CRD on the Part M RIA and the upcoming NPA. In addition, the Agency will send a letter to NAAs to outline these points and forward the published NPA. Until the time of adoption of the amended Part M, the Agency cannot specify further with more legal certainty.

The Agency informed participants that a workshop will take place in July on the revised Part-M requirements for General Aviation with the objective to explain the changes envisaged in the draft rule, including how it affects NAAs.

Action required:

7. The members to provide inputs on priorities in the 2008 Advance Planning Programme in two weeks time;
8. The Agency to produce the 2008 advance planning by September on the basis of inputs received from the advisory bodies;
9. The Agency to consider adding a task to the 2008 advance planning on UAVs after holding the workshop;
10. The Agency to produce a position paper on TBO;
11. The Agency to produce a position paper on SMS after the workshop in September 2007;
12. The Agency to add a task covering ATM implementing rule in the advance planning;
13. The Agency to indicate in the description field of task 21.046 that it is related to PMA parts;
14. The Agency to include in the 2008 advance planning the tasks pursued with an A-NPA;
15. The Agency to organise a presentation for the next AGNA meeting on task 25.026 - *Electronic Checklists, smart alerting and automatic altitude call-outs*;
16. The Group to provide material produced at national level relative to task 66.007 - *Question data bank*;
17. The Agency to send a letter to the NAAs inviting them to refrain imposing requirements that will be changed in the final version of Part M;
18. The Group to provide EASA with information and substantiation of those items of Part-M where NAAs feel that implementation by September 2008 would not be possible or would create significant problems.

5. AOB

Planning of future meetings

The Group confirmed the dates of the next meetings: 18 September (thematic meeting), 20-21 November 2007, 11-12 March 2008 (provisional) and 25-26 June 2008.

The Agency reviewed the calendar and scope of the future workshops presented in the Information paper 01.

- 4 July – Central workshop on Part M and interface with MDM.032
- 5 July - Central workshop on Part 66 & Part 145
- 18 September - AGNA thematic meeting on Safety Management System to present and discuss the different national approaches on SMS. It will also include representatives from the Commission. Comments were raised that possibly this date is too early to organise the relevant input for such a wide subject. Nevertheless many AGNA members prefer to maintain the meeting as planned. The Agency will launch an invitation asking for NAA presentations on the subject. If not enough feedback is received, the contingency plan will be a meeting on *aircraft moving from registry*.

As a third option, the Agency proposed having a meeting on task 21.041 so as to get NAAs feedback on the implementation of subpart H of Part 21.

Mr. Teillet/Gessky proposed to have a thematic meeting on the BASA agreement and the implications from a practical point of view. The Agency replied that not enough

material was available to hold this workshop. It also thinks that AGNA is not the right forum for international co-operation issues.

- 23 October 2007 – UAV workshop: open to AGNA/SSCC and their experts.
- OPS/FCL workshop - depending on the outcome of the legislative process.

EASA – NAA Partnership – IP 02

The Agency presented the Information Paper 02. This paper envisages enhanced co-operation with NAA so as to better serve the regulated persons. The Agency reminded that the intention is to arrive at a next EASA/NAA partnership meeting with concrete actions in the field of rulemaking. In the context of this point the following discussion arose:

Voluntary drafting of NPAs

Mr. v.d. Boom expressed readiness to contribute to the drafting of NPAs. However, he considers that such NPAs should be published when available independently of pre-established priorities. *Mr. Woods* questioned whether the Agency will put more tasks in the programmes if it receives more draft NPAs.

The Agency clarified that priorities are based on the urgency of tasks and that it cannot delegate responsibility for deciding priorities to those providing draft NPAs; it is rather seeking for assistance from authorities/industry to implement and accelerate the rulemaking programmes by counting with volunteers to draft NPAs. Volunteering should be brought up by members when commenting on the inventory. Moreover it must be underlined that the CRD and decision drafting are to be left fully to EASA for reasons of independence. It recognises however that when faced with an urgent task for which the NPA was prepared already, it could be easier to accommodate it in the programme.

Mr. Gessky was in support of the approach outlined in IP02, provided the voluntary draft NPAs elaborated by NAAs are not put aside and the follow up process is visible.

Mr. Teillet agreed that this initiative had to be framed in the context of the Agency and not seen as a return to the practice under the JAA system where initiative was left to those pushing for their own agenda.

Mr. Woods emphasised that the Agency must formally mandate NAAs for this but must remain in charge and controlling the drafting of NPAs as well as responsible for meeting the programme schedule.

In the light of the debate, *MMr Woods/Teillet* accepted to elaborate further in a paper the ideas launched in the Agency proposal.

Translation of Agency's documents

Ms. Linden agreed that there is a need for more translations in the national languages. She volunteered to review the quality of translations by the Commission's Translation Centre, especially in the context of the expansion to OPS/FCL. However she insisted that they don't have resources to do the actual translations of the NPA, neither the comments received on the NPAs.

Mr. Teillet also believed that OPS/FCL will require more translations but stressed that he generally lacks the necessary resources for it. A good example are the NPAs on Part M, 145 and 66 that focus on General Aviation, which would have benefited of the possibility for all concerned parties to review the texts in their national language. He commented that most of the comments to NPAs arose from the lack of understanding of the draft rule. Last, he

suggested translating presentations given by the Agency in road shows in the national language of the country.

As regards this last point, the Agency suggested that NAA representatives provide presentation/explanation to a rule with the physical presence of Agency staff to support the NAA officials.

Co-ordination of tasks with interface issues

The Agency stressed that it is its own responsibility to coordinate such tasks and for the Chairs of the respective rulemaking groups to oversee interface issues. During the planning phase, members can however flag possible interface issues to the Agency.

Retroactivity of changes in Certification Specifications

Mr. Gessky observed that it is not possible to issue an airworthiness directive for a deficiency applicable to various products as this would mean a high burden for the Agency. He recommended using the FAA approach whereby SFARs are issued. He also pointed that some NAAs have difficulties to understand the new airworthiness directive framework.

The Agency explained that the current legislative framework does not provide for the Agency to issue airworthiness directives applicable to various products as this is considered standard setting.

Sharing of NAA responsibilities in the oversight of approved organisations with multiple outlets in several Member States

On *Mr Keller* inquiry, the Agency replied that there is no obligation for an NAA to share its responsibilities with another NAA. The Agency explained that the provisions in the respective Parts for the oversight of outlets of POA/MOA foresee as competent authority that of the country where the responsible manager of the approved organisation is located.

Mr. Keller wished receiving guidance on this subject, in particular for Part 145 organisations.

The Agency invited *Mr. Keller* to submit a formal request by writing on this matter.

Introducing Human Factors in POA Approvals – UK CAA paper

The Agency indicated that Human Factors are grouped in task MDM.035 and recognised that Human Factors issues may be different in design, production and maintenance environments.

The Agency proposed to take into account the UK-CAA paper when drafting the A-NPA on the issue at hand.

Awareness of maintenance staff handling dangerous goods – UK CAA paper

Mr. Woods presented the intent of the paper. In summary, it recommended making operators' and maintenance organisations' staff aware of hazardous goods regulations by adapting accordingly Part M and issuing AMC material as necessary.

The Agency believed that implementation of the applicable rules on dangerous goods is the responsibility of the relevant parties and is not convinced of the need to introduce specific provisions in every Part as this may create legal uncertainty; it is therefore probably for organisations to include the necessary provisions in their operating manuals as they are supposed to do for other issues such as health and safety at work that cannot be covered by Agency rules.

Possible adjustment of rulemaking procedure

- Holiday period

In view of the holiday season, *Mr Teillet* suggested extending the consultation period of the upcoming NPAs. Furthermore he remarked that draft rules on new implementing rules are not easy to review in the three months time as for example amendments to a rule. He suggested considering changing the procedure in this respect.

The Agency proposed to continue dealing with these issues on a case by case basis depending on the nature of the rule.

➤ Format of EASA rules and possible consolidation

Mr. Teillet introduced this point by favouring a similar system as the JAA one where consolidated texts were produced from time to time integrating several amendments to the rules.

The Agency explained that for opinions on changes to the rules, the Commission is obliged to act in accordance with the Community system and produces amending texts. That system however foresees an automatic consolidation at the tenth amendment without any need to re-open the legislative process. This present the advantage that the consolidated regulation keeps the same number as the original one. In this context, the Agency also recalls the point made in paragraph 1 on the process envisaged with the Commission for reducing the number of amending regulations.

For AMC/GM to a rule, the Agency will produce amending texts for the same reason as above. The Agency is however considering producing informal consolidated versions of AMC/GM material that would be published on its website. As regards CSs it produces consolidated texts to facilitate their integration by reference in the certification bases and the related TCDS; again it considers producing and publishing informal amending texts for the use of interested experts.

In this context, the Agency briefed members that the Council intends to consolidate the extended Basic Regulation with a new number.

Mr. Teillet and *Ms. Linden* support the production of consolidated version of implementing rules and other documents to support the implementation of the rules by NAAs and regulated persons.

AMC status in the context of OPS/FCL

Mr. Teillet commented that colleagues in DGAC participating in OPS/FCL groups questioned if the reflexion in the group is mature enough to differentiate between what is to be requirement and what is AMC.

The Agency briefed on the status of discussions held in both FCL and OPS groups and explained the reasoning used by the OPS and FCL groups to differentiate between binding and AMC material: the requirement in the implementing rule should establish the safety objective while the AMC will present the means to achieve it. However, a balance needs to be stricken between flexibility provided by AMCs and the ability of NAAs to exercise oversight. To improve this balance, the Agency intends to introduce an obligation on the operators to inform and seek the approval of the competent authorities when they intend to use alternative means of compliance. This approval shall be part of the certification process for operators that are subject to it, and separate in the cases where certification is not required. The competent authorities will only approve an alternative means of compliance after analysis of the proposal, and if the operator has sufficiently demonstrated that the alternative means of compliance allow meeting the safety objective contained in the rule and

provides an equivalent level of safety. These obligations will provide the competent authorities with better means to enforce community law.

On the other hand, to increase the system's transparency and the level playing field in Europe, an obligation on the competent authorities to notify the Agency each time that they approve alternative means of compliance will be created. If after a preliminary analysis the Agency agrees with the new alternative means of compliance, it will initiate a rulemaking process with the objective of publishing them as AMCs that can be used by all in Europe. If the Agency considers that the proposed AMC does not provide for compliance with the rule, it will alert standardisation, so that they can address the issue within the scope of the standardisation regulation.

Mr. Teillet commented that it might be difficult sometimes for the groups working on OPS/FCL to interpret how to switch from AMCs to binding material.

The Agency recalled that the AMC will be part of an NPA and will be open for consultation.

Information on rulemaking studies – IP 03

The Agency presented the above paper and remarked that it is now building-up capability in this field. Furthermore, it informed about the Agency's efforts to become a partner of the Commission in long-term research.

Enforcement

Mr. Woods proposed to review the ToRs on task MDM.039 and to provide comments on any outstanding issue.

Action required:

19. Mr. Woods and Mr. Teillet to elaborate further in a paper the ideas launched in the Agency NAA partnership paper and discussed in this meeting.

Date of next meeting

The next meeting will be the thematic meeting on 18 September in Cologne.

The following one is on 20 November (starting 14:00 hrs.) and 21 November 2007 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		C	<p>The Agency proposed reconsidering this paper once the JAA legacy tasks are completed.</p> <p>Mr. Teillet was in support of the Agency’s proposal.</p> <p>Responding to Mr. Woods suggestion, to reopen discussion on the basis of UK CAA paper advocating for a ranking system, the Agency said that its initial paper included many elements of the UK CAA proposed methodology; this was deemed too complex by AGNA. Mrs Linden was in favour for the use of criteria in setting priorities.</p>
3-1-05	Take into consideration NAAs’ offers to provide the Agency with draft NPAs.	Agency		C	The EASA – NAA Partnership proposal (tabled and discussed during the meeting) covers this cooperation
1-39-06	Submit comments by writing on how the implementation of the GERT could affect the implementation of agreed JARs	Agency Members		C	The Agency clarified that the GERT was only an attempt to propose a logical structure for the future set of Community implementing rules; in view of the reactions it was concluded so far that the best was to act on a pragmatic basis, case-by-case. The OPS.001 and FCL.O001 groups have therefore been invited to propose a format for their rules, including a regulatory impact assessment thereof. Any possible adaptation of existing rules’ format is not urgent and will be considered as appropriate. It considered therefore the issue as closed.
1-42-06	Send a letter to DG Trade on the “FAA requirements on imported parts” and the problems faced by European equipment manufacturers	Agency		O	The Agency waits for the conclusion of the BASA negotiations. As a first step it included already in the BASA MIP the need for US applicants to prove the existence of a market.

Action #	What	Who	When	Status	Comments
3-3-06	Clarify task rationale of task MDM.039 on “harmonisation of enforcement system” when producing the terms of reference	Agency		C	<p>Mr Woods presented the purpose of UK-CAA paper.</p> <p>The Agency indicated that the UK-CAA paper shows that there are misunderstanding about the task scope and rationale, which were repeated again. It said that the task will be progressed in two phases: one addressing the harmonisation of administrative actions on certificates; the other one on fines once the legislator position is known.</p> <p>Mr Teillet wished receiving evidence of lack of the current systems and the need for such work before proceeding. The Agency replied that industry is supportive to the idea that the Agency gets the possibility to enforce the rules when it acts as a competent authority.</p>
3-8-06	Draft a paper and propose possible co-operation projects for discussion and collective action (Follow-up to EASA-NAA partnership)	Agency		C	A paper was produced and discussed during this meeting.
1-1-07	Provide documentation on problems with “escape slides” (Linked to closed action point 2-21-06).	Members		C	<p>Mr Woods presented the intent of UK-CAA.</p> <p>The Agency informed that industry believes that it is a design issue and suggested tackling it in the context of the continuous oversight process. Mr. Woods agreed with that approach but wished the Agency to review his paper before taking a decision on the way forward.</p> <p>It was agreed to transmit UK-CAA paper to the Agency Certification Directorate for follow-up. There is no need for rulemaking at the time being.</p>
1-2-07	Investigate and report on possible malfunction of escape slides. (Linked to closed action point 2-21-06).	Agency		C	Closed by action 1-1-07.
1-3-07	Comment on the Agency position paper on “release of parts imported from USA which may become unserviceable”. (Linked to point 2-23-06).	Members		C	No comments were received on the Agency position paper.

Action #	What	Who	When	Status	Comments
1-4-07	Reply to Mr Woods's paper on "release of parts imported from USA which may become unserviceable". (Linked to point 2-23-06).	Agency		C	<p>The Group was informed of the Agency reply to Mr Woods paper that will be shared with all members. In brief, the Agency response states that for components prior to Sept 2008 the respective AMC provides for issuance of EASA Form 1 after inspection from certified staff from a qualified organisation. For components that entered afterwards, the Agency accepts such parts if accompanied with the respective FAA/TCCA Forms but this does not seem to be the case for General Aviation components. The Agency stressed the principle of the reciprocity of the BASA agreement.</p> <p>Ms. Linden proposed to extend this task by "Release of parts approved with national tags", in view of the derogated paragraphs of Part M coming into force in September 2008.. She advocated for grandfathering provisions to ease the introduction of requirements and suggested further reflecting on this issue during the July workshop on Part M.</p> <p>The Group agreed to close this action point.</p>
1-5-07	Indicate tasks with interface issues that require co-ordination, when submitting views on the 2008 priorities.	Members		C	No inputs received
1-7-07	Produce the draft 2008 programme and advance planning by end of April on the basis of inputs received from the various parties.	Agency	End April	C	Draft programme and advance planning produced and reviewed during this meeting.
1-8-07	Ask the Commission for guidance on how to best address the SMS concept at Community level.	Agency		O	The thematic workshop will take place on 18 September 2007 to which the Commission will be invited.
1-9-07	Co-ordinate a common position on SMS concept towards ICAO.	Agency		C	See action point 1-8-07 above. This matter will be discussed during the workshop and a common position taken on the basis of the feedback received.
1-10-07	Make a written response on the standardisation of approved line stations.	Agency		O	<p>The question is about NAA responsibility when line stations are located outside the country of the MOA.</p> <p>The Agency will produce a position paper on this matter.</p>

Action #	What	Who	When	Status	Comments
1-11-07	Provide an updated status on the implementing rules on Operations at its next meeting.	Agency		C	The Agency debriefed members under agenda point 1.
1-12-07	Organise a workshop on UAV with all key players in 2007.	Agency		O	A meeting is tentatively scheduled for 23 October 2007. Presentations from different organisations will be made followed by an open discussion. The CRD to the A-NPA is expected to be published during the summer.
1-13-07	Organise a thematic meeting on SMS on 18 September 2007.	Agency		O	The final dates are to be confirmed as soon as possible.
1-14-07	Transmit a questionnaire with topics for workshops.	Agency		C	This questionnaire was launched.
1-15-07	Indicate needs for central and regional workshops. (Linked to 1-14-07)	Members		C	NAAAs shall continuously provide inputs for workshops.
1-16-07	Organise a thematic meeting on "aircraft other than complex motor powered aircraft, used in non-commercial activities" in June/July 2007.	Agency		C	Workshop scheduled to take place in 4 July 2007.
1-17-07	Organise a thematic meeting on "Part M and interface with MDM.032" at the launch of the NPA on Part M;	Agency		C	See 1-16-07
2-01-07	To provide inputs on priorities on the 2008 rulemaking programme in two weeks time.	Members		O	
2-02-07	To produce the 2008 programme on the basis of inputs received from the various parties.	Agency		O	
2-03-07	To cross-check the 2008 rulemaking programme priorities with its inputs to the rulemaking inventory and to provide additional comments on the draft 2008 RMP	Mr Woods		O	
2-04-07	State in the 2008 advance programme's working method column when the task is pursued with an A-NPAs	Agency		O	
2-05-07	To liaise internally with the Safety Analysis Department to coordinate and harmonise the publication of information on the analysis of AIB recommendations and the content of the rulemaking programme.	Agency		O	
2-06-07	To organise a workshop to explain the proposed framework for additional airworthiness specifications for a given type of aircraft and type of operation – task 21.039.	Agency		O	
2-07-07	To provide inputs on priorities in the 2008 advance planning in two weeks time.	Members		O	
2-08-07	The Agency to produce the 2008 advance planning by September on the basis of inputs received from the advisory bodies;	Agency		O	
2-09-07	To consider adding a task to the 2008 advance plan on UAVs after holding the workshop	Agency		O	

Action #	What	Who	When	Status	Comments
2-10-07	To produced a position paper on TBO.	Agency		O	
2-11-07	To produce a position paper on SMS after the workshop in September 2007.	Agency		O	
2-12-07	To add a task covering ATM IRs in the advance planning.	Agency		O	
2-13-07	To further describe in task 21.046 by highlighting that it is related to PMA parts.	Agency		O	
2-14-07	The Agency to include in the 2008 advance planning the tasks pursued with an A-NPA;	Agency		O	
2-15-07	To organise a presentations for the Nov. 2007 AGNA meeting related to task 25.026 - Electronic Checklists, smart alerting and automatic altitude call-outs.	Agency		O	
2-16-07	To provide possible material produced at national level related to task 66.007 - Question data bank.	Members		O	
2-17-07	The Agency to send a letter to the NAAs inviting them top refrain imposing requirements that will be changed in the final version of Part M;	Agency		O	
2-18-07	The Group to provide EASA with information and substantiation of those items of Part-M where NAAs feel that implementation by September 2008 would not be possible or would create significant problems.	Members		O	
2-19-07	To elaborate further in a paper the ideas launched in the EASA –NAA partnership proposal.	Mr. Teillet and Mr. Woods		O	
2-20-07	(see attached CRD to the AGNA 02-2007 MoMs) Tasks M.022 / M.023 (Amendments to the AMC material to Part M. - First NPA - draft 72, additional text to AMC M.A. 706 (e) (2) material: Change AMC M.A. 706 (e) (2) / Regulation (EC) 2042/2003 Annex 1 Part M AMC M.A. 706 (e) Personnel requirements): The Agency will take a position on these issues and circulate a paper to ensure a common interpretation	Agency		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 (2nd day)
Austria
Vitezslav Hezky (2nd day)
Czech Republic
Jan Bengston
Norway
Ingrid Linden
Sweden
Rob van der Boom
Netherlands
José Silvero Rocha e Cunha
Portugal
Sigurjon Sigurjonsson (2nd day)
Iceland
Jean Teillet
France
Ari Vahtera
Finland
Trevor Woods
United Kingdom
Mr. Haerynck
Belgium

Ole Boysen Lynggaard
Denmark
Eleonora Dobрева
Bulgaria
Manuel Keller
Switzerland
Georgios Sourvanos
Greece
Massimo Bandini
Italy
Martin Nemecek
Slovakia

Secretary

Antonio Gonzalez

**Non-EASA Member States
(Observers)**