

## European Aviation Safety Agency

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### SAFETY STANDARDS CONSULTATIVE COMMITTEE

MINUTES OF 1<sup>ST</sup> MEETING 2009

10 JUNE 2009, 9.30 – 15.40

#### Opening and around Table

The Chair, Martin Ambrose, opened the meeting by welcoming participants to Cologne and thanked them for their continued attendance in spite of the difficulties justifying travel in the current economic climate. Martin went on to stress the importance of attending the meetings and, on this particular occasion, the urgent need to review and discuss Working paper 3 (WP03) on the structure of SSCC.

After this the Chair asked everyone to introduce themselves.

#### Adoption of Agenda / Previous Meeting Minutes and Actions Arising – WP00

Both the agenda and the final draft minutes, dated 29 May 2009, were adopted without changes.

The action table was displayed and a verbal briefing was given on each open item. The table has been amended accordingly.

Action 2-5-2007	closed
Action 2-1-2008	open
Action 2-2-2008	closed
Action 2-3-2008	closed
Action 2-4-2008	open
Action 2-5-2008	closed
Action 2-6-2008	open
Action 2-7-2008	closed
Action 2-8-2008	closed
Action 2-9-2008	closed
Action 2-10-2008	closed
Action 2-11-2008	open
Action 2-12-2008	closed
Action 2-13-2008	closed

#### 1. Report from the subcommittee Chairs

The Chair invited the Subcommittee Chairs to present their reports from the previous day's meetings. General points were made which have been noted by the Agency are included below, whilst specific items are recorded at an appropriate point in the remainder of the minutes. More information can also be found in the relevant subcommittee presentations.

##### Design and Manufacturing subcommittee

A report was given by the subcommittee Chair Philippe de Gouttes.

- Two meetings have taken place since last full SSCC (1 Apr & 9 June)

- Draft rulemaking programme was screened in April, in June a review of Agency's responses to 1<sup>st</sup> April minutes was made.
- Re-election of SSCC Chair & vice-Chair are supported by D&M sub-committee.
- New SSCC structure:
  - support new sub-committee on ATM & aerodrome
  - support sub-committee on GA with some reservations
  - merge of D&M and E&M sub-committees is questioned
  - Environmental issues deserve full attention, but a special sub-committee is not considered necessary under the current circumstances and with few tasks on the RMP
  - Propose to adapt meeting organisation so that everyone has the possibility to attend all meetings
- Noted explanations about delays in the implementation of the 4-year rulemaking programme
- Concerned about cancellation of task 21.024(b) Future of DOA, as this is an important task for industry. Concept of sub-tier DOA should be explored, in co-operation with FAA and TCCA.
- 2010-2013 RMP – The following discussion points were highlighted:
  - 21.018 Changed Product Rule – industry workshop takes place in Sep-Oct 2009, formal consultation in 2010, earlier industry involvement would have been preferred.
  - 23.005 High performance airplanes - Accepted Agency task instead of Group, suggest overlap of EASA/FAA/TCCA comment periods
  - 25.011 Flight test guide developments - Work method should be "Group"
  - 26.002 Dynamic seat testing 16g - special attention to P-RIA & ToR
  - E.009 Ice protection – propose comprehensive plan on all tasks related to icing
- Approval of foreign parts within EASA countries identified as possible issue in June 2008 meeting: it has been suggested to involve Engineering and Maintenance sub-committee and organise an ad-hoc meeting with relevant stakeholders.
- Any other business
  - Loadable software and part number marking: Agency to check existing guidance/interpretation/FAQ
  - Critical parts: Agency paper to be reviewed at the next D&M sub-committee meeting.

#### Engineering and Maintenance sub-committee

A report was given by the Subcommittee Chair Liam Sisk.

- Accepts E&M participation on discussion on foreign parts in the D&M subcommittee
- New vice chair: Frank Kabuth
- Regulation structure: many find existing structure overly complex. In addition there is no possibility to see Rule, AMC/GM and linked decisions in one place.
- On the B4 Licence, industry (General Aviation in particular) considers this as a very important issue and much work has already been put in including two meetings attended by EASA. It was agreed that a Final Report would be submitted to SSCC at the November Meetings.

- For some tasks it was not possible to find the origin of the tasks, as a result the E&M chair wrote a note in November, this note proposed some improvements to how tasks are described in the current rulemaking programme and in ToRs. Examples of tasks where origin is not clear: 145.008 (Defect rectification) and 145.011 Clarification of responsibilities between owner/operators and Part 145 organisation)
- Review of actions list and progress made by maintenance drafting groups.
  - 66.024 List of type ratings
  - 21.027: Changes and repairs to ETSO articles
  - 66.007: Question data bank
  - MDM.020: Definition of Critical Systems
  - Request to cancel tasks 147.003 (Independence of assessors and examiners) as this task has been superseded
- 2010-2013 RMP review
  - 66.013: Alcohol and drugs - pre-RIA not yet published
  - Following tasks are supported by the sub-committee
    - MDM.056: Instructions for Continuing Airworthiness
    - MDM.009: Maintenance Check Flights
    - M.024: Inclusion in CAME of continuing airworthiness requirements re specific operational approvals
    - 145.021: acceptable data for repairs / guidance material to be incorporated into AMC-20
  - The sub-committee recommends discontinuing tasks 145.003, 145.008, 145.009 and 145.011
  - For task 145.022 the working method should be "Group"
  - For task MDM.063 the working method should be "Group"
- Support re-election of SSCC Chair and vice-Chair
- New SSCC structure
  - Agency proposal for sub-committee structure not supported
  - Merging of E&M and D&M subcommittees into Airworthiness not supported
  - Agency proposal for main committee to include 18 members not supported, should accommodate for up to 30 industry representatives
  - Need for environmental sub-committee questioned
  - General aviation sub-committee overlaps with other subcommittees

#### Flight Standards subcommittee

A report was given by the sub-committee chair Hans-Ulrich Raulf

- Meeting attendance was very good. The chair reminded everyone that, if an observer is sent, the member needs to provide them with necessary information.
- Agenda mirrored that of the full SSCC, focused on future progress of Flight Standards NPAs (FCL, AR/OR, OSC, OPS). The FCL NPA triggered more than 11,000 comments, others are expected to trigger even more. This places a huge workload on both the Agency and the representatives of the industry who do the work in addition to their normal job.
  - Noted revised schedule for NPAs.

- During implementation NAAs need to be informed and educated on what needs to be done, in addition to the end users.
- Draft 4-year Rulemaking Programme: surprised to see a number of new tasks for Flight Standards, but no timeframe given due to the uncertainties in timing of the current big NPAs. Top 5 priorities identified.
  - 20.002 – Approval of EFB
  - 20.010 – Approval of Electronic C/L
  - OPS.055 – Evaluation on FTL
  - FCL.004 – Cruise Relief Co-Pilots
  - MDM.062 – RNP 4 Operations
- Agency was urged to finalise those elements where there is no pan-European legislation yet (FCL, OSC). The FS group recommends that the Agency concentrates on small amount of tasks, rather than juggling a large amount of tasks at the same time.
- New SSCC structure
  - Due to late publication it was not possible to review consequences thoroughly.
  - FS sub-committee challenges need for environmental protection subcommittee.
  - With so many SC, what would be the role of the full SSCC? Would they still nominate experts for rulemaking groups?
  - It would be a problem if one member can only attend one committee, as interaction is needed between committees.
  - General Aviation sub-committee – would issues be discussed in FS or GA subcommittee? What is the definition of “recreational”?
  - Is new sub-division in line with the total-system approach?
- The chair noted that the next meeting in November coincides with a large fair in Cologne and asked for the meeting to be rescheduled. This was discussed again later on under agenda point 6.

During a general discussion it was stated that it's more important to ensure that rules are mature, rather than published by a certain pre-set date. On the other hand it was said that not respecting the deadlines set in the Basic Regulation (BR) could mean several systems are in place at once. The Commission observer confirmed that the quality of rules is priority, but the decided dates are paramount to European legislation, and given timeframes still allow us to develop high quality rules.

#### Agency responses to sub-committee reports

In response to the issues raised by the sub-committee Chairs, the Agency made the following comments:

- The Agency recognises the high workload and therefore it initiated discussions with Management Board, AGNA/SSCC and Commission as to what the priorities are for the next four years. Whilst the Agency acknowledges that it cannot deviate from the entry into force dates on the 1<sup>st</sup> extension, the Agency is going to have a discussion with the EASA committee in July on transition periods, based on the outcome of the committee, some of the work might be rescheduled. In conclusion, and following the broad consultation, the Agency will only commit to tasks that are achievable and of high priority. Consequently, the draft RMP will be revised and will be subject to debate again in the advisory bodies November meetings with the aim to have it adopted in December.
- Quality of rulemaking: the Agency wants to have the best updated rules in place taking stock of new technological development, ICAO amendments, new requirements, etc.

- Comments on SSCC structure will be discussed under the relevant agenda point.
- Sub-tier DOA: answer is being prepared by the Agency and will be sent to SSCC when ready.
- The Agency agrees that it is a good idea to have an inventory of all icing related issues and see the best way to accommodate with these points.
- With regard to complex set-up of rulemaking framework and lack of consolidated documents, the Agency said that consolidated versions are ready, but as new administrative system (SAP) is being introduced, this has caused delay in processing the consolidated rules. E-tool development has also been delayed due to other urgent Agency activities, but it should be in place by the end of the year.
- 2009-2012 RMP had been set up to provide better visibility and to link tasks with resources, the Agency has therefore continued with the concept of 4-year programmes.
- The Agency advised that the scheduled 2009 tasks will not be met. The planning has been reviewed; staff members have been temporarily transferred from Product Safety to Flight Standards and ATM/Aerodromes sectors, thus some product safety tasks cannot be completed as planned.
- The Agency/subcommittee secretaries will respond in writing to proposals for modifying, removing or adding tasks to the 4-year rulemaking programme.
- With regard to task 66.013 on “alcohol & drugs” issue, the Agency explained that it is linked to another debate within EU that relates to the US Bill on foreign repair stations. The Commission and Member States have made it clear that this would be against the spirit of the EU-US Bilateral agreement.

Action required:

1. Agency to provide SSCC with copy of its response to industry letters on sub-tier DOA issue
2. Agency to create an inventory of all icing related issues
3. Agency/subcommittee secretaries to respond in writing to proposals made on the 4-year rulemaking programme

## **2. Election for the post of SSCC Chair / Vice-chair**

### *Working Paper 01: List of candidates for the post of Chair/Vice-Chair*

In advance of the meeting, the Agency invited members to submit candidatures for these two positions which are summarised in respective paper.

The Agency noticed the wide support for the re-election of the current Chair and vice-Chair and therefore renewed their posts for a further two-year period.

## **3. 4-year Rulemaking Programme 2010-2013**

### *Working Paper 02: Draft 4-year Rulemaking Programme 2010-2013*

The Chair suggested not going through all tasks on the draft programme in details, but to focus discussion on items brought up by members.

- State of implementation
  - The Agency stated that there is a backlog for 2009 due to rescheduling of priorities and shuffling resources between departments. Additionally, internal procedures and introduction of SAP have required a lot of attention, which was not included in the planning for this year. Rulemaking is currently making an inventory of administrative workload for the coming years, after which the resources for all tasks can be better planned. As there is need to prioritise deliverables and present new planning to MB in September, the final programme will not be available until the end of the year.

- Revised schedule for OPS/FCL
  - This topic was covered under agenda point 1
- Draft rulemaking programme
  - The splitting of the programme according to department was welcomed, but it was highlighted that for cross-department tasks consistency needs to be ensured, i.e. when there's a change in planning in one department, this must be reflected in the work of others (e.g. task MDM.001(b) on long-range operation, which appears in both Product Safety and Flight Standards planning).
- One of the members proposed that instead of only looking at future tasks, the Agency should also reflect on current tasks, in particular the following three:
  - OSC: global harmonisation, possible problems for existing aircraft
  - OPS: despite clear wording in BR, there are differences with EU-OPS. There is concern that problems might arise where pan-European regulations already exist, but it was recognised that it's not possible to continue with EU-OPS as additional material is needed, particularly in section 2. It was felt that the extension of the consultation period will not take away that problem. The Committee offered help in addressing the problems and advised the Agency in limiting as much as possible drastic changes to the system.
  - TCO: concern on global harmonisation and global consultation, some stakeholders outside EU might not be aware of the upcoming rules.
- The Agency informed the members that the MB was not in favour of the approach proposed to the Commission in its letter, and asked the Agency to come up with new planning by September, including defined priorities within the tasks. There is a need to compare EU-OPS and EASA-OPS to facilitate stakeholders' review and to allow for an informed decision, such comparison will be prepared by the Agency for the EASA Committee on 7 July. This comparison will not be published but made available through the advisory committees. The final decision on the way forward will be taken in the December MB.
- The Agency also reported that the publication of Third Country Operator (TCO) NPA has been postponed until current consultations are finished so as not to overload the system i.e. the expected publication is in September. The NPA has already been discussed with the Commission, FAA, TCCA, ICAO but it was recognised that there is a need to inform other non-EU stakeholders of the upcoming NPA. Consequently, the Agency has scheduled a dedicated presentation in the Asian region and is now looking on how to best reach affected stakeholders in the African and South American continents. Nonetheless, the Agency stressed that with the current system for consultation on NPAs anyone in the world is able to comment on draft rules. The Agency reported that ICAO will come soon with a rule on the subject that is quite close to EASAs TCO NPA.
- Opinion on the rulemaking deliverables for 2010
  - No opinion was given at this stage, an updated rulemaking programme will be presented in the November meeting for information.

Action required:

4. The Agency to circulate the comparison of EU-OPS and EASA-OPS document to SSCC
5. The Agency to submit updated draft rulemaking programme for the November SSCC meeting.

#### 4. SSCC structure and composition

*Working Paper 03: Agency's paper on the subject matter*

The sub-committees already gave their views on the proposed new structure during the subcommittee reports.

The chair recalled that the first meetings took place 4 years ago, and meetings took place 2 times a year. In current format the SSCC works, but as the Agency's remit expands, the current SSCC doesn't have the necessary expertise, and the number of subcommittees needs to be increased. However, the WP03 can not be adopted as it is.

The Agency clarified that the proposal is based on the Art. 51 evaluation and on the need for new subcommittees as the Agency's remit expands. In addition it was highlighted that there is a need for wider geographical coverage. The proposal was not meant to be adopted as it is, but should be used as basis for debate, after which the Agency can write a revised proposal. The Agency clarified that many external stakeholders want to contribute to the planning, but if the Agency added all applicants, the SSCC would end up with 50-60 members. The proposal was aimed at a more direct relationship between the sub-committees and the technical departments, whilst the main committee would focus on cross-disciplinary issues. Even if there is no separate environmental sub-committee, environmental issues need to be included in the work of other sub-committees so there will be a need to expand the skills base in this area. It is necessary to find a way for General Aviation to be involved more in the Agency's work. There's also need to improve communication from the Agency to the SSCC, and from SSCC to their constituents, as well as improving channels of feedback back to the Agency.

During discussions many different views were expressed, the main points are listed below:

- There is a need to create new subcommittees for the new remits, but no concrete suggestions on how the expansion can be handled
- For ATM/Airport issues a lot of new expertise is needed
- The need for a high-level group was recognised, creation of a steering committee was proposed
- Reluctance to considerably reduce the number of members in the full SSCC, interaction with different expertise and exchange of views would be limited
- Reluctance to considerably increase the number of members in the full SSCC, efficiency of SSCC would be hampered by having 60-70 members from the sub-committees present
- Having more work done in the sub-committees would increase efficiency, but exchange at full SSCC level is valuable to all members. No clear solution on how this should be managed.
- Existing process where sub-committee chairs report back at full SSCC is considered good.
- Three people from each subcommittee in the main SSCC could not cover the broad range of subject discussed and would lead to a possible issue of the election of these representatives.
- Who can attend which groups should be left open as much as possible, to give many stakeholders who currently cannot attend SSCC the possibility to be represented. From an organisational point of view, sub-committee members need to know in advance whether they need to attend the full SSCC or not as travel plans need to be made well in advance.
- Whilst the importance of environmental protection was stressed, it was considered that it can be better addressed as part of the other subcommittees.
- Merging of D&M and E&M subcommittees was not supported, as both already have a full agenda
- Number of meeting participants to full SSCC could be restricted by allowing participation only from members.

- Based on the proposal it was not clear what was intended with the General Aviation (GA) subcommittee, thus there's no clear view yet whether it would be good to have a separate group for GA, or whether it should be incorporated in other groups. In both cases, non-recreational GA should be considered.
- Top-down approach should be maintained

A question was raised on whether more power can be shifted to the subcommittees, as the SSCC role is defined in the rules. It was clarified that the role and responsibilities of an industry committee is given in the Rulemaking Procedure. Some members were of the view that if a shift of power takes places from full SSCC to sub-committees, the MB decision would need to be updated accordingly.

The chair summarised SSCC position on WP03:

- SSCC supports the fact that more sub-committees are needed to support the extension of remit.
- No separate sub-committee for environmental protection is needed, but maybe there could be an extended participation of environmental experts in existing sub-committees.
- Need to clarify definition of GA.
- Taken note of the general concerns over limiting size to 18, but also not in support about increasing the size too much.
- Top-down approach should remain instead of bottom-up, where full SSCC members are elected and would organise participation in the respective sub-committees.
- Who would be the 3rd person representing the sub-committee (in addition to the chair and vice chair)?
- Concern also on merging E&M and D&M sub-committees
- How to ensure an efficient interaction between sub-committees.

The Agency said there are enough arguments to modify the paper to reflect these, but SSCC volunteers are needed to structure inputs. It was also clarified that 18 was not a set number, however the Agency is not willing to double the size of SSCC. Depending on the number of subcommittees, the number of representatives in the main SSCC will vary; membership in one sub-committee does not stop participation in other sub-committees. A way forward for environmental issues needs to be decided.

The Agency will come up with a new proposal for the next SSCC meeting; this proposal could include some additional questions to SSCC members. A proposal to coordinate responses through the sub-committees was required.

The following persons volunteered to help the Agency with drafting the next proposal: P. Monteiro, M. Erb, D. Meerman, Ph. de Gouttes, A. Kraan, L. Sisk, P. Debuchy, B. Wilson, P. Georges (tbc) volunteered. The first meeting is to take place in July.

*Post-meeting note: the first meeting will take place on 2 July.*

#### Action required:

6. The Agency to organise the first meeting of the SSCC structure drafting group in July.

## 5. Policy Issues

### Update on NETS implementation.

(NETS = Navigating towards an Enhanced Transparency System)

The Agency advised that there are difficulties with the rulemaking programme, and also with NETS, as both require high involvement from staff. A status update should be ready by the end of the summer and will be sent to the SSCC in September for comments. After the summer the



rulemaking procedure will be standardised and, by the end of year, all draft procedures should be ready. All tasks starting in 2010 will follow the new procedure. To be able to do this, the rulemaking procedure will need to be amended by the Management Board and this is expected to happen in December. Everything should be finalised by the end of 2010, but tasks will follow new approach already from the beginning of 2010, otherwise the implementation would be delayed until 2011. Rulemaking Handbook will include all rulemaking procedures, this will be part of the Agency ISO certification procedure. It is expected to be complete within 1.5 years.

It was clarified that the NETS procedure that was submitted to the January thematic meeting will not be updated, but will be used as a roadmap when writing the procedures. Also, the Agency highlighted that AGNA/SSCC received the updated document the Agency sent to the Management Board.

It was also explained that the NETS will not affect the planning of AGNA and SSCC meetings. The dates are set by MB in connection with the yearly planning (pre-RIAs in the autumn, first RMP proposal in November, review during the following six months and final decision during June MB). The subcommittees are expected to report back in March, but it is up to the subcommittees to decide whether they wish to organise additional meetings during the six-month review period. One of NETS requirements is to improve timing by going towards a project management approach.

### **Liaison with AGNA**

This agenda item was requested by the Chair. During discussions a different proposal was made on how to increase co-operation and improve communication between AGNA and SSCC:

- Thematic meetings used to exchange views whereby the number of thematic meetings could be increased or joint meetings could be considered
- SSCC chair could take part in AGNA meetings
- Some AGNA members could be included in subcommittee (e.g. Flight Standards) meetings
- Chairpersons of each committee could organise regular meetings to exchange views. Decision to organise thematic meetings could be made between the chairpersons
- Full joint group was not supported

It was agreed that the Agency should explore ways to enhance communication between AGNA and SSCC.

Action required:

7. Agency to explore ways to enhance communication between AGNA and SSCC.

## **6. AOB**

### **Planning of future meetings**

*Information Paper 01: Future Meetings*

Future events were reviewed.

#### Next SSCC mtg

As mentioned earlier, the Agency should look into whether November SSCC meeting can be rescheduled or the location changed. Brussels was proposed as alternative location, and 8-9 Dec alternative date. Keeping the original date was preferred, the Agency should search for possible meeting locations.

Post-meeting note: The SSCC secretary looked into this matter and confirmed the meeting dates of 18-19 November 2009. For members' convenience, the Agency distributed a list of hotels that have rooms available on these dates.

For 2010, 8 June (Sub-SSCCs) and 9 June (full SSCC) are proposed as meeting dates, A member highlighted that these conflict with the EU-US conference dates. The June 2010 meeting date is going to be reviewed in the November 2009 meeting.

#### Central conference on 23 June

During a discussion on Alternative AMCs it was stated that there had been a wide misconception about this issue, to clear up these misconceptions it was decided to organise a central conference in June open to all stakeholders. Generally it was thought that if an AMCs was approved in one MS, it would become applicable in all MS. It was clarified that a alternative AMC is simply a deviation from the EASA AMC, approved by one Member State. The Member States are not obliged to adopt an AMC from another Member State, but it's useful to share the information. Alternative AMCs will be managed by Member States and then distributed to all Member States through the Agency so that other interested parties can apply them.

A panel of experts will review and decide whether an alternative AMC only applies locally or whether they should be adopted as EASA AMCs.

#### **EAB Meeting – short briefing**

Mr. Sanders gave a short briefing on the tasks and purpose of the EASA Advisory Board. The EAB was set up to advice the MB, but doesn't generally interfere with issues that the SSCC is dealing with. The same sectors as in the SSCC are represented in the EAB.

The new chair of the EAB is V. de Vroey, the two vice chairs are C. Schmitt and F. McFadden. New members were recently taken aboard (CANISO, IFATCA and ACI), the EAB also has four observer positions in the MB.

There is need to exchange views with SSCC but EAB will not interfere with SSCC work, though for some rulemaking related issues EAB will want to be involved.

The EAB has established twice yearly meetings between EAB, EASA Executive Director (P. Goudou) and the MB chair (M. Smethers); the last meeting took place in March and the next one will take place in September. During these meetings they are looking at future EASA activities and the strategic focus and ensuring that things are looked into adequately. There are concerns over general safety and accident rates; thus a new safety committee is set up with 15 members from within and possibly outside Europe. The safety committee is also trying to solve the dilemma of the safety plan as required by ICAO (in Europe the MS cannot create a plan, and EASA cannot develop it for all EU).

#### **ER for environment (BR.004)**

An update on this issue was requested by the D&M subcommittee.

The Agency explained that the NPA created a lot of varied reactions, significant number of complaint about un-clarity and uncertainty. No deadline is encoded in the BR, thus this task tends to slip down low on list of priorities as the rulemaking system is already overloaded. The task has been delayed, current planning foresees the opinion to be adopted in Q4/2011.

#### **Feedback on implementation of EASA rules**

This will be a permanent agenda item and in future meetings it should be moved higher up on the agenda.

The Agency explained that currently anyone can propose a new rulemaking task, it needs to be reviewed where administrative burden can be lifted, and any safety gaps need to be identified. On the application of rules, Rulemaking receives feedback from Standardisation on rules that are not or cannot be applied in the MS.

The issue of the quality of RIAs was highlighted and the Agency advised that two vacancy notices were published a few weeks ago. As one of the vacancies is a seconded expert position, and the other one would be paid relatively low salary, it was doubted whether this will ensure higher quality of RIAs. The Agency clarified that the lowering of grades is requested by

EC and that the level of experience of RIA staff is not a deciding factor, as we can share information with FAA. One of the members stressed that the industry needs access to highly qualified, motivated certification staff, but EASA might not be able to afford to hire enough staff with relevant experience. This also applies to other authorities.

### **Foreign repair stations**

One of the members asked what effect it would have in practical terms if the US adopts the bill within 4-6 weeks, and how can it be solved?

The Agency agreed that the situation is not good, the House approved the Re-authorisation Bill, and the Agency received information that the Bill is going to be approved by the Senate in August. The Agency also stressed that the political lobbying etc. is up to the Commission, but the Agency can provide technical expertise when necessary.

The Agency is considering the possibility of paying twice-annual standardisation visits to each of the 1237 US repair stations. A small study is to be tendered out to find out how this could be done. Perhaps the Agency could contract an outside body, or inspections could be done by MS, but they also have limited resources. EASA could open field offices in the US which would require 50-60 people to be placed across the country. Results of the study should be ready by September.

The Agency also pointed out that this problem is putting the whole bilateral issue under threat. One of the members advised that the industry is lobbying the Senate and it is expected to have something on the Bill about foreign repair stations, but many Senate members are sensitive to international cooperation issues.

The Chair thanked Members for their attendance and closed the meeting at 15.40 hours.

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## **Actions table**

Action #	What	Who	When	Status	Comments
2-5-2007	Review the decision with respect the Vice-Chair.	E&M subcommittee	At the next meeting	C	New vice-chair, Frank Kabuth, elected on 9 June 2009.
2-1-2008	Clarify on EASA web-site FAQ page information related to 21.004 critical parts terminology.	Agency D&M subcommittee	At the next meeting	O	Agency circulated a paper in June 2009, this paper will be reviewed by D&M subcommittee and discussed in their next mtg in Nov 2009. For the time being no task on harmonisation will be initiated.
2-2-2008	Provide clarification concerning information expected from TC holders concerning Task MDM 028(c), aging aircraft	Agency	Before next meeting	C	Task to start in late 2009. Action closed in June 2009, but will be monitored.
2-3-2008	With regard task 21.039 Operational Suitability Certificate, arrange a review of the need for retrospective action with respect to maintenance type training for existing aircraft.	Agency	Before next meeting	C	This will be treated as continuation of work; action was closed in June 2009 but will be monitored.
2-4-2008	Establish a review group for task 21.010	Agency	Before next meeting	O	After the Agency writes the NPA and receives comments, a review group will be established.
2-5-2008	Re-consider the re-instatement of industry meetings	Agency	Before next meeting	C	Industry meetings not to be re-instated, Agency to look for other ways of bringing info to stakeholders.
2-6-2008	Consider focal points for various disciplines within EASA for communication with industry.	Agency	Before next meeting	O	Rulemaking currently working on establishing list of focal point in the context of NETS.
2-7-2008	Action dates, in context with preparation for 15 January SSCC meeting, to be met as follows: - 30 Nov. SSCC member comments on IP01 - 15 Dec. Agency makes a summary of meeting proposals - 15 Dec. Agency sends invitation and agenda	SSCC Agency Agency	By 15/12	C	Actioned
2-8-2008	Extend the consultation period of the NPAs on OPS and FCL and communicate details in a note to the advisory bodies.	Agency	ASAP	C	SSCC notified of several extensions, further extensions might be made. A mtg has been set up to clarify some open issues regarding OSC. Agency plans to arrange additional mtgs to clarify CS related issues.
2-9-2008	Align the public consultation deadline for NPAs 2008-17 (pilot licensing), 2008-20 (Part 21) and 2008-22 (training schools). A similar	Agency	ASAP	C	Actioned

	approach will be followed with respect to OPS.001, AR21.039 (to cater for Task 66.011a) and FCL.001				
2-10-2008	Include tasks on "approach with vertical guidance" and "TCAS-ETSO" in the 2009 programme	Agency	ASAP	C	Actioned
2-11-2008	Issue an NPA on de-icing	Agency	In line with programme timeframes	O	Task MDM.054 is in the RMP, a decision to be issued in 2010.
2-12-2008	Arrange a meeting to discuss Engineer Licensing – B4 License	Agency	ASAP	C	Two mtgs have taken place, E&M subcommittee reviewed pre-RIA 66.027, report planned for Nov 2009.
2-13-2008	Draft a response to the RAeS on membership application	Agency	ASAP	C	Actioned
1-01-2009	Provide SSCC with copy of its response to industry letters on sub-tier DOA issue	Agency		O	
1-02-2009	Create an inventory of all icing related issues	Agency		O	
1-03-2009	Subcommittee secretaries to respond in writing to proposals made on the 4-year rulemaking programme	Agency		O	
1-04-2009	Circulate the comparison of EU-OPS and EASA-OPS document to SSCC	Agency		O	
1-05-2009	Submit updated draft rulemaking programme for the November SSCC meeting.	Agency		O	
1-06-2009	Organise the first meeting of the SSCC structure drafting group in July.	Agency		O	
1-07-2009	Agency to explore ways to enhance communication between AGNA and SSCC.	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 (SSCC Chair)

Patrick DEBUCHY

Dominique BOUVIER

Cornelis van der BURG

Philippe DE GOUTTES

Walter DESROSIER

Inger-Helene ENGER

Michael ERB

Peter FEIND

Catherine GATHIER

Pierre GEORGES

Belarmino GONCALVES PARADELA

Darryl JOHNSON

Frank KABUTH

Adrie KRAAN

Thomas LEOFF

Robert MATHER

Dick MEERMAN

Paulo MONTEIRO

Erik MOYSON

Hans-Ulrich RAULF

Liam SISK

Carlo VERGARI

Alfred VLASEK

Bob WILSON

Dieter ZECKAI

### **Observers**

Michael SANDERS

Gernot KESSLER

### **SSCC Secretary**

Athanassios TZIOLAS assisted by Tanja  
ÄIJÖ

