



Summary of Conclusions
SSCC 1-2015 meeting
3 June 2015
EASA Headquarters
Meeting room 04.049

Organised by

Strategy and Safety Management Directorate- Strategy and Programmes
Dept. - Safety Programmes Section, SM 2.1

List of Participants

Attendees	Mr	Simon	ANNETTS	EIMG – European Independent Maintenance Group
	Mr	Mark	BEAUREGARD	AIAC - Aerospace Industries Association of Canada
	Mr	Jean-Marc	BILAUD	ASD - Aerospace and Defence
	Mr	John	CLEAR	ELFAA - European Low Fares Airline Association
	Ms	Catherine	CROCOLL-BICHARA	CANSO – Civil Air Navigation Services Organisation
	Mr	Philippe	DE GOUTTES	ASD - Aerospace and Defence
	Mr	Walter	DESROSIER	GAMA - General Aviation Manufacturers Association
	Mr	Andrew	DJURHUUS	ERA – European Regions Airline Association
	Mr	Michael	ERB	IAOPA - International Council of Aircraft Owner and Pilot Associations
	Mr	Francis	FAVRE	IATA - International Air Transport Association
	Mr	Jan	FRIDRICH	LAMA Europe - Light Aircraft Manufacturers Association Europe
	Mr	Timothy	GLASSPOOL	EHA - European Helicopter Association
	Ms	Nikki	JONES	ETF - European Transport Workers' Federation
	Mr	Adrie	KRAAN	AIA - Aerospace Industries Association of America Inc.
	Mr	Jorge	LEITE	AEA - Association of European Airlines
	Mr	Thomas	LEOFF	IAAPS - International Association of Aviation Personnel Schools
	Mr	Mark	LYNCH	AWG - Aviation Working Group



	Ms	Paulina	MARCICKIEWICZ	ECA -European Cockpit Association
	Mr	Dick	MEERMAN	ACI - Airports Council International
	Mr	Franz	MEIER	ECOGAS, European Council of General Aviation support
	Mr	Hugues	MEUNIER	ASD - Aerospace and Defence
	Mr	Paulo	DE GOES MONTEIRO	AIAB - Associação das Industrias Aeroespacia do Brasil
	Mr	Erik	MOYSON	IACA - The International Air Carrier Association
	Mr	Željko	OREŠKI	IFATCA - International Federation of Air Traffic Controllers' Association
	Mr	Razvan	PRUNEAN	EBAA – European Business Aviation Association
	Mr	Julian	SCARFE	Europe Air Sports - EAS
	Mr	Horst	SCHMITTDIEL	European Regional Aerodromes Community - ERAC
	Mr	Dany	VAN DER BIEST	IFATSEA – International Federation of Air Traffic Safety Electronics Associations
	Mr	Roland	VERMEIREN	ESAM - European Society of Aerospace Medicine
	Mr	Ian	WILLIAMS	EAMTC –European Aviation Maintenance Training Committee
	Mr	Bob	WILSON	ASD - Aerospace and Defence
	Mr	Alfonso	ARROYO FERNANDEZ	EC, DG MOVE, E.3.
Apologies	Mr	Ali	BAHRAMI	AIA – Aerospace Industries Association of America Inc.
	Mr	Dominique	BOUVIER	ASD – Aerospace and Defence
	Ms	Catherine	GATHIER	ASD – Aerospace and Defence
	Mr	Liam	SISK	ASD – Aerospace and Defence
Further Participants	Mr	Michel	GAUBERT	ASD, replacing C. GATHIER
	Mr	Ric	PERI	AEA - Aircraft Electronics Association, for Liam SISK



AGENDA

1. **Welcome and Introduction**
2. **Adoption of the agenda**
3. **Adoption of the minutes of the previous meeting**
4. **Impact of Agency reorganisation on the Agency rulemaking consultative bodies and their work**
5. **New integrated Strategy and Programming activities**
6. Programme 2016-2020
- 7.0 Updates and reports
- 7.1 **Reports from the subcommittee Chairs**
- 7.2. **Feedback on implementation of EASA rules**
- 7.3. EGAST, ECAST, EHEST reports
- 7.4. Status report on RPAS, working approach
- 7.5. Status report on New Business Models RAG working group
- 7.6 Status report on 'Infant life jackets'
- 7.7. **Status report on SIB 2014-29: Minimum Cabin Crew for Twin Aisle Aeroplanes**
- 7.8. Planning of future meetings
8. **AOB**
- 8.1. **Reaction to Germanwings accident of 24 March 2015 (new)**
- 8.2. **Status update on ongoing Cabin air quality research (new)**
- 8.3. **Feedback on ECOGAS paper**
9. Review of action items
10. Closing

MoM Distribution:	(Optional)
All participants	

MoM prepared by	Kirsti Reinartz-Krott	4 06 2015	Signature
MoM reviewed by	internal review	Date	Signature
MoM reviewed by	Erik Moyson (plenary Chair)	Date	Signature



1. Welcome and Introduction

Presented by: Erik Moyson (IACA), Chair

The Chair introduced himself and welcomed the attendees to the first SSCC meeting this year.
Tour de table.

2. AI 2 - Adoption of the agenda

Presented by: Chair

The Chair went through the agenda item by item, identifying those requiring SSCC Opinion, and asked for further items to be added to as AOB items. The Chair highlighted the document on the Key Rulemaking Achievements that was distributed as a pre-meeting document as agreed at SSCC 2-2014.

An update on the reaction of the Germanwings accident was requested, as well as an update on 'cabin air quality' research

Conclusion: The Agenda was adopted including the above AOB items.

3. AI 3 - Adoption of the minutes of the previous meeting

Review of action table

Presented by: Chair, Secretary

The minutes of the previous meeting were reviewed, an additional action item for the agenda item on reports from the subcommittees (added after the meeting), now action item 13-2-2014:

'Agency is requested to solve the issue created by the inconsistency between Regulation 1207/2011 and CS-ACNS regarding performance requirements for Mode S and ADS-B' leading to the following action:

13-2-2014: Agency to propose a possible short term solution to the issue as part of the next amendment to CS-ACNS. Feedback to be provided in the first half of 2015.

Conclusion: The minutes were agreed with the proposed changes.

4. AI 4 - Impact of Agency reorganisation on the Agency rulemaking consultative bodies and their work

Presented by: Jean-Marc Cluzeau - Head of Strategy and Programmes Dept., and Chair

The Agency presented the MB working papers on the revision of the rulemaking process and the revision of the Advisory Bodies (ABs) that had been endorsed at the MB meeting the previous day. It was explained that the new process and the Terms of Reference of the ABs would be adopted at the Dec. 2015 MB meeting.

The SSCC members supported in general the new role planned for the ABs, in particular going beyond rulemaking and introducing strategic elements. Concerns were expressed about:

- the workload with the extension of the remit,
- the missing link of the future Industry AB to Standardisation issues as well as
- the new structure of the subcommittees 'per business activity' which might limit communication/ cross-level info between the concerned domains.

Also, more joint NAA/Industry meetings were requested to deal with specific issues.

As regards the revision of the rulemaking process, stakeholders welcomed the Agency's efforts to increase efficiency. One member was concerned that the review may reduce transparency which is perceived as a strength of the process. Another member raised the view that there was a lack of harmonisation of rules with international partners (USA, Brazil, Canada).



The Chair regretted the lack of consultation of the ABs till now and invited the members to set up a 'task force' (parallel to the one of the EAB) to assess the revision of the rulemaking process and to commonly express how Industry wishes to be represented.

The Agency responded that there was no intention to reduce transparency, but to use the new flexibility effectively to be able to act swiftly where appropriate, but keep the process transparent.

Conclusions: The Agency took note of all comments and will consider them in the future draft paper for consultation with the SSCC.

Action: 1-1-2015: Meanwhile SSCC members to propose candidates for SSCC 'taskforce' on revision of RM process and how Industry wants to be represented in Advisory Bodies (at least one candidate per subcommittee) by 3 July 2015

5. Originally under AI 6 - Update on SESAR Deployment

Presented by: Maria Algar Ruiz - ATM/ANS SESAR Coordinator, Jussi Myllärniemi - Head of ATM/ANS and ADR Dept, and Chair

Before deployment of the 'mature' SESAR Common Projects, SSCC requested an update on the status of the timely availability of the required IR, CS, AMC and GM. Further to the written answer already provided by EASA, there was further clarification on the impact of PCP deployment on on-board and on the ground. For on-board equipment, EASA is already working on the amendment of CS-ACNS, purposed mostly to facilitate PBN implementation. Two other PCP related tasks are also included in the rulemaking planning, with the first step to assess a need for any regulatory material. For datalink, EASA needs to wait for the results of SJU's study on VDL Mode 2 before taking any further rulemaking action (e.g. to amend the related CS). Most of the PCP deployment impacts ground equipment. So far the review of SESAR deliverables has not identified major rulemaking needs for the ground services. However, EASA continues working with SJU and SDM in order to identify whether any further rulemaking is needed in order to support harmonised PCP deployment for the ground.

There were two main interventions:

One, stating that the airlines have invested a lot of money on datalink equipage and that EASA changes on CS would impact them. Who would cover the costs?. The Agency highlighted that any potential changes on the CS-ACNS would only follow if a new European level decision on datalink implementation was adopted, and this is envisaged only to be stemming from the results of the SJU study. So far the outcome of the study was not known. The scope of such changes was not known either. EASA was not deciding on the possible incentives policy, this was for the Commission to decide.

Another intervention mentioned a Commission communication COM(2007) 869 final at the beginning of SESAR. The Commission had stated that SESAR should also bring benefits for GA. But this was seemingly not the case.

The chairman mentioned that both were valid comments but that the SSCC was not the right forum for these issues.

Conclusions: N/A

AI 5 and 6 - New integrated Strategy and Programming activities

Presented by: Kai Bauer - Safety Programmes Section Manager

The Agency presented both the integrated strategy as well as the Programme 2016-2020, the latter having been distributed for consultation by the ABs till 12 June 2015.

The majority of the members welcomed the new approach as well as the Programme.

Questions/comments on:



- clarification on choice of the driver for the tasks were requested: it should be noted that a task might have multiple drivers. It was clarified that - to improve the effectiveness and readability of the Rulemaking Programme 2016-2020 - the tasks were clustered by main driver;
- missing tasks, pre-RIAs: when a Pre-RIA was developed for a specific task, this is addressed in the Rulemaking Programme 2016-2020. Having highlighted that not all the available Pre-RIAs are on CIRCABC, SSCC requested to upload the missing ones on CIRCABC;
- availability of a filtering tool (excel sheet): SSCC reported that the Rulemaking Programme 2016-2020 in excel format would be useful for filtering purposes;
- visibility of new added tasks: the Rulemaking Programme 2016-2020 lists in Annex the deleted /postponed tasks. SSCC requested a list of the added tasks;
- intermediate deliverables: more visibility on the planned intermediate deliverables (e.g. NPA) was requested;
- Agency resources: SSCC requested to receive the estimation resource needs for the execution of the Rulemaking Programme 2016-2020.

Furthermore, members expressed that priorities in Programme should be put on

- correction of errors
- modernisation of rules to take account of technical developments
- one member requested RMT.0255 and .0544 be re-instated as per original scope and time-frame.

Conclusions: The Agency took note of all comments and will consider them in the future drafts.

Action: 2-1-2015: Agency to provide RMP with filter tool (Excel sheets) and to identify new RMTs in an Annex to the Programme

3-1-2015: Agency to upload existing Pre-RIAs on CIRCABC

Post meeting note: This item is closed as the link to the concerned Pre-RIAs was sent by e-mail to SSCC members on 8.06.2015

Originally AI 7.3. - ECAST, ECAST, EHEST reports

Presented by: John Vincent Safety Promotion Programme Manager

The Agency's intention is to revise the role of Safety Promotion to a more significant player with a wider scope, making use of its low-cost high quality. The Work Programme for Safety Promotion will be made more suitable for operational activities and a link will be made to the Advisory bodies. Safety Promotion will remain voluntary, not viewed as guidance or regulation. It has been suggested to create a Safety Promotion Network to share already existing material and to avoid double work.

SSCC members appreciated that ESSI deliverables were being included in EASp and suggested potential steering of ESSI by future Industry AB. Inquired about Agency safety research projects/plans.

Conclusions: SSCC supportive of Safety Promotion

Action: 4-1-2015: Agency to provide status/plan of safety research projects/plans

AI 7.1 - Reports from the Subcommittee Chairs

Presented by: Dick Meerman; ACI, Catherine Crocoll-Bichara, ASD; Thomas Leoff, IAAPS; Philippe De Gouttes, ASD; Ric Peri, GAMA (as Vice-Chair); Michael Erb, IAOPA



All subcommittees supported the review of the RM process in general, the revision of the ABs and the new Programme 2016-2020; raised concerns and comments have been included above.

Subcommittee Chairs stated needs for further rules in certain areas, proposed candidate tasks, requested workshops to be held for specific issues, provided feedback on implementation of rules. Agency operational depts. staff as well as SM2 staff replied to these comments, clarifying issues.

The plenary gave a positive opinion on the reports.

Following issues were raised by the subcommittees:

D& M subcommittee:

- 'Thank you' expressed for the good work of the retiring secretary David Haddon, Regulations officer Initial Airworthiness.
- What information is needed from design approval holder to allow CAMO/MRO to identify 'critical maintenance tasks'?
Agency answer: Manufacturers not keen to contribute to identifying 'critical tasks'. MDM .0056 on ICA is very well advanced, with NPA close to being finalised. Any further action would delay. Group proposes to do nothing.
- several candidate tasks proposed.
- Recognition of changes/STCs/ETSO articles under bilateral agreements:
Agency answered that it was working with FAA on automatic acceptance of ETSOs/TSOs and a further idea is to streamline the process for validating STCs to come up with an easier way to accept FAA STCs and vice-versa, possibly by extending the concept of Basic STC. There will be a TIP update in September.
- Follow-up on CS-ACNS performance issue:
CS-ACNS more demanding than Regulation 1207/2011, regarding probability of loss of ELS and ADS-B. On this, a member requested that an Information Bulletin be issued, since stakeholders are not aware of this, and therefore would assume that the more demanding requirement (Mode S continuity requirements) applies and believe they were not permitted to install this equipment (which offers a major safety benefit). Furthermore, CS-STAN requires 'The equipment and its installation are in compliance with paragraph CS ACNS.D.ELS.010 of Certification Specification CS-ACNS.' Because there is no requirement for interaction with the Agency nor with a Competent Authority to use CS-STAN, there is no mechanism to 'approve a deviation'. Therefore CS-STAN should be amended.

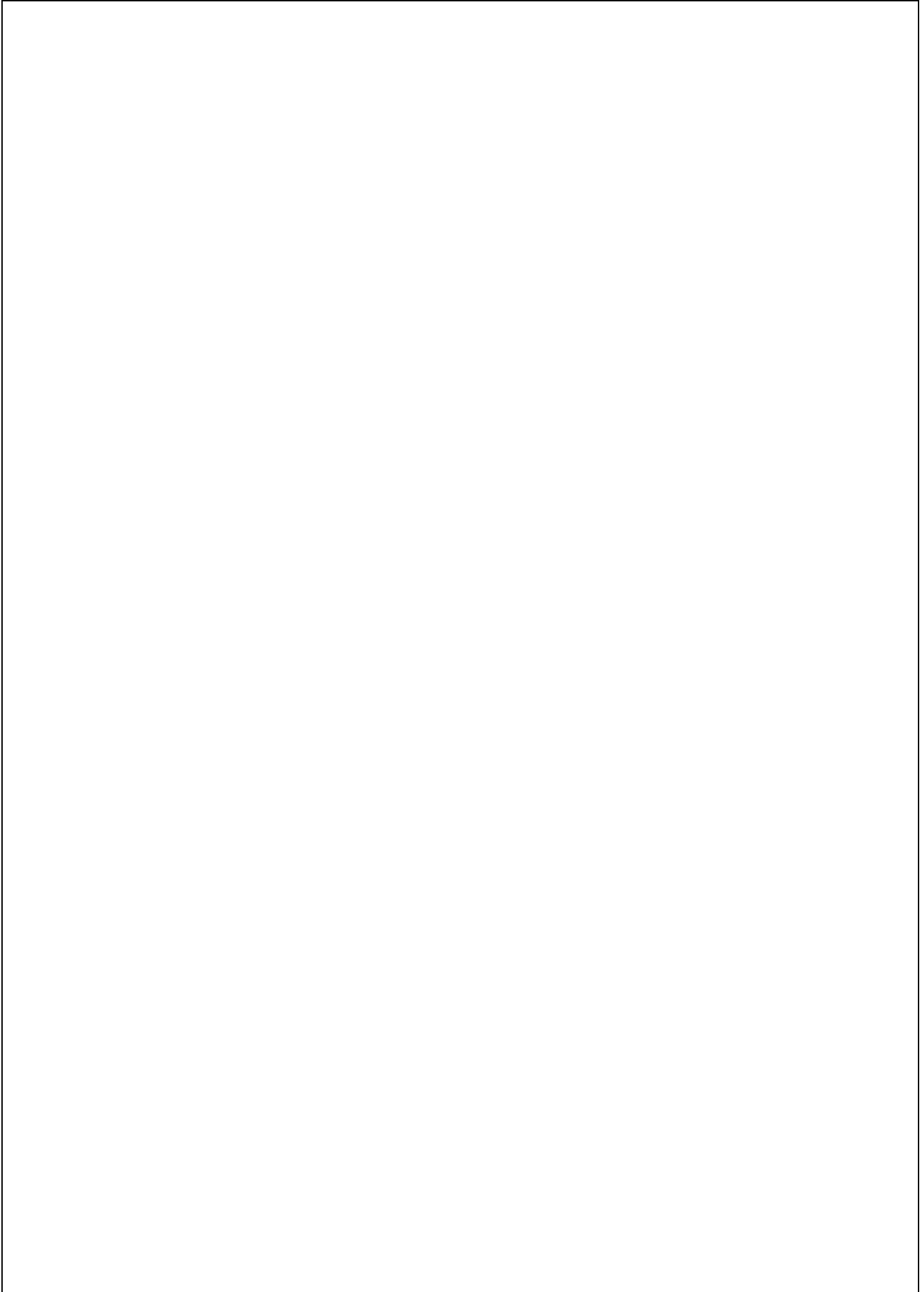
Post-meeting Agency answer: Requests for deviations are published on the Agency Website see <http://easa.europa.eu/document-library/public-consultations>.

Post-meeting Agency answer: The Agency does not currently see the necessity to modify CS-STAN in relation to ensuring compliance with the SPI regulation. The Regulation is applicable to IFR operation only and CS-ACNS has been developed as an MoC as compliance to the SPI is required for IFR operation the aircraft should comply with CS-ACNS.

E&M subcommittee:

- Announced retirement of Chair, Liam Sisk, ASD
Commended Juan Anton, Secretary of the group, Maintenance & Regulations Section Manager, for good work
- Expressed concerns as to lack of transparency on how the list of the RMP was drafted, mentioned that reduction of Agency staff is a problem, focus should be on modernisation of rules, which Agency says will be addressed by Performance Based Regulation, in particular for obsolescence of rules, such as in training.





- Part-66/Part-147 Fraud: wants to avoid overreaction in the sense of increase in regulation/oversight, with the result of punishing those that are behaving correctly. Suggest 'enhanced' oversight. Agency will inform the industry of further actions, but no intention to penalise 'good' cases.

FS subcommittee:

- RMT. 0348 on hold by EASA after 3 years of intensive work. A draft NPA is almost ready. Comments by Industry will arrive via CIRCABC. Agency will provide answers to comments via CRD on draft RMP 2016-20.
- PBN NPA, published by the ATM department, did not include specifications for helicopter operations, while RNP 0.3 is included in the latest OPS PBN Opinion.

Post-meeting agency answer: The Agency recognises that the NPA did not include provisions for deployment of specific PBN procedures for helicopter operations as this was not part of the original objective. Comments to the NPA requesting the inclusion of specific helicopter PBN Procedures have been received. These comments are currently being analysed and where deemed appropriate the corresponding amendments to the proposed text are being made. Thereafter, an EASA Opinion and Comment Response Document (CRD) are envisaged to be published concurrent and delivered to the European Commission during the 3rd Quarter 2015.

Safety data from ELFAA operators suggest that there is a safety issue, regarding mid-air collisions between gliders and CAT aircraft.

- Request update on cabin air quality research as AOB item. This was agreed, see Pt. 15.

ATM subcommittee:

- Request for a (thematic) event on Aerodrome Flight Information Services between the ATM & ADR Sub-SSCC and TAGs
- Request for ATCO MED Workshop with industry focus;
- Further PBN focussed consultation(s) would be appreciated by the industry;
- ATM/ANS Sub-SSCC supports harmonised approach to Part(s)-MED (ATCO and Aircrew), including updates SSCC member suggests to combine the two working groups as the medical experts are the same although stakeholders different. Agency agrees. This could work as well for update of Part-M

ADR subcommittee:

- No issues discussed at plenary

GA subcommittee:

- No further discussion on the points raised at the subcommittee meeting.

Conclusion: The plenary gave a positive opinion on the reports.

Action: 5-1-2015: Agency to explain how deviation is communicated to stakeholders (in relation to CS- ACNS)

See post-meeting Agency answer above which closes this action.

6-1-2015: Agency to give position on requested amendment to CS-STAN (in relation to CS- ACNS)

See post-meeting Agency answer above which closes this action.

9. AI 7.2 - Feedback on implementation of EASA rules

Presented by: Francis Favre, IATA and Chair

Agency answer by: Jean-Marc Cluzeau, Gernot Kessler, Betty Lecouturier



The Agency supported its written answers (to IP 06, 07, and 09) to the Industry feedback related to:

- IP 06 - role of Acceptable means of compliance (AMCs), Alternative means of compliance (Alt MoCs), Guidance material (GMs) and Safety information bulletins (SIBs), submitted by IATA, which asks the Agency to review Alt MoCs issued by Member States when no AMC was issued by the Agency to avoid that Member States impose additional conditions.

As regards the new AMC1 MED.C.005(b) on intervals of aeromedical assessments of cabin crew, the Agency confirmed that the word 'maximum' in the rule was aimed at providing flexibility to Member States as agreed on by the EASA Committee, whilst the decision of medical practitioners to shorten intervals in case of medical conditions was addressed by MED.C.035 and the associated AMC1 MED.CC.035(c). Hence, the new AMC is not changing/modifying the intent of the rule but provides clarification on how to comply with it.

Further clarification was made to the situation where an Alt MoC existed without a previous AMC issued by the Agency. The Agency would check the appropriateness of the Alt MoC and see if Alt MoC was compliant to rules. If no compliance, Agency would notify, standardise (finding) and in case of disagreement, apply the standardisation procedure. Also, SSCC requested to have a look at the relationship between hard and soft law, in particular as regards performance based regulation. Agency replied that this was part of the strategic planning for the end of the year.

- IP 07 - NOTAM (notice to Airmen), submitted by IACA

The goal is to align common requirements of this subject with ICAO Annex 15 by 2017. Main conclusion is that there should always be a trigger NOTAM.

- IP 08 - unserviceable ACAS (Airborne Collision Avoidance system), submitted by IACA

The Agency acknowledged the mismatching requirements across many domains (maintenance, OPS, ATM/.ANS). It was important to harmonise, to ensure that 'same level' rules existed' but this was difficult to achieve due to the absence of European rules in the ATM field.

- IP 09 - seasonal Contracts – Cabin Crew – initial and recurrent training, , submitted by IACA

This was not further discussed as it had been explained at the FS subcommittee meeting.

Conclusion: N/A

Action : 7-1-2015: Agency to consider the two actions asked by IATA in relation with items 1 and 2 on AMCs of their IP 06 in an e-mail at end of meeting when concerned Agency staff were no longer present:

'1) IATA asks EASA Standardisation to review any so-called "alternative" means of compliance issued by MS when no AMC has been issued by the Agency to avoid that MS impose additional conditions.

2) For level playfield sake, IATA asks Agency to cancel the intended update of AMC1 MED.C.005 as the IR does not include the possibility for MS to maintain so-called national medical practices.'

10. AI 7.6 - Status report on 'Infant life jackets'

Presented by: John Clear (ELFAA) and Chair

EASA answer: Betty Lecouturier, Jean-Marc Cluzeau

Following a short video simulation showing realistic situations on board, concerned SSCC members presented a joint proposal to Agency: Infant life jackets should be centrally stored and, in case of emergency, distributed to accompanying parents by cabin crew. This proposal stems from the fact that certified storage space for ILJ 'accessible' to passengers, while seated with seat belt fastened, is lacking on concerned aircraft because of



cabin safety requirements (head impact during crash conditions, etc...). Propose to change wording: 'accessible' to 'available'. Cabin crew should bring vests and assist, in case of emergency.

One member also raised the fact that even adults have major difficulties to put their life-vests on in a short time.

The Agency indicated that, in order to gain facts-based evidence, an Impact assessment would need to be performed, which could be done as part of a rulemaking task. A SIB can indeed be used to provide clarification or guidance (however not to change the wording used in the rule for life jackets from 'accessible' to 'available'). On a short term basis, a temporary solution affected SSCC member(s) could envisage is to submit an AltMoC to their competent authority.

Conclusion: N/A

11. AI 7.7. -Status report on SIB 2014-29: Minimum Cabin Crew for Twin Aisle Aeroplane

Presented by: Chair, EASA answer: Peter Corbeel, Regulations & Certification Policy Section Manager, Matthias Borgmeier, Air Crew & Medical Regulations Section Manager

The new version was initially expected Q1 of 2015, but currently manufacturers' information is still under assessment by the Certification Directorate. The Agency is also developing a Certification Memo. Both drafts will be circulated and the SSSC, as well as TAG/RAG members, will be consulted via CIRCABC. No timeframe available currently.

EASA clarified that the rules require TC holders to provide all information requested by the Agency necessary to ensure continued airworthiness and that, in this particular case, industry information was not needed for (re-)certification but to allow operators to comply with requirements.

Conclusion: N/A

12. AI 7.5 - Status report on New Business Models RAG working group

Presented by: Chair, Commission

Following presentation (also provided to MB) it was clarified that the focus of the work was on commercial air transport. Some members were of the opinion, the work of the group was based on speculation, and that risks should be assessed by Safety Management System (SMS) of operators. Agency agreed that work could have more emphasis on SMS, but that such pro-active work is based on analysis of scenarios. It was agreed that industry should be involved and that they are welcome to flag issues.

Conclusion: N/A

13. originally AI 8 - A.O.B

AI 8.1 - reaction to Germanwings accident of 24 March 2015

Presented by: Jean-Marc Cluzeau

The Agency mentioned the preliminary report of the French Accident investigation board and the setting up of a special Commission task-force for this incident, chaired by Patrick Ky, meeting also on 3 June, with conclusions expected end of July this year.

Conclusion: N/A

14. AI 7.4 - Status report on RPAS, working approach

Presented by: Yves Morier, Head of General Aviation & Remotely Piloted Aircraft Systems (RPAS)



The Agency updated the members on the latest developments following the Riga conference on 5-6 March. A 'concept of operations' has been published on the EASA web-site and adopted by JARUS, which should take the lead in proposing rules. Also, the 'EASA Drone internal Project has been launched. In addition, Agency staff has produced, at the request of the Commission, a draft amendment to the EASA Basic Regulation consisting of an article and essential requirements for RPAS. Finally the Agency is preparing consultations to be launched in July on a refined concept of operations and concrete regulatory proposals for low risk operations ('open category') with the aim of providing positions to the Commission by the end of the year.

SSCC members raised concerns as to indication of liability of operators or manufacturers/retailers, which the Agency/JARUS have also already considered, with a list of 'do's and don'ts' or warnings on packaging. It was pointed out that regulation awareness for RPAS operators needed to be raised. Furthermore, questions arose about 'beyond-line of sight' operations and spectrum of available frequencies, Agency replied that in for spectrum issues the Agency is not directly involved but supporting the Commission. 'Beyond line of sight operations' are likely to be treated as 'specific operations' that need to obtain an authorisation from the national Authorities based on a risk assessment.

Conclusion: N/A

15. AI 8 - AOB

AI 8.2 - Status update on ongoing Cabin air quality research

Presented by: Xavier Vergez: Regulations Officer Initial Airworthiness

The Agency explained that a study was launched in February 2015 with a campaign on cabin air contamination measurements by Medical School of Hannover and Fraunhofer Institut of Hannover, in cooperation with Lufthansa and Condor. The tests include approx. 60 flights on different types of Aircraft and various engines. Previous studies' results also taken into account, since need more flight measurements and funds are limited. Currently there exists no serious evidence that this is a potential health issue. Commission to launch a tender in 2016 for a similar study.

Possible launch of a toxicity study by EASA in future.

It was clarified that the above study had been a tender procedure and therefore the two concerned Institutes and airlines they cooperated with had made the best offer.

Conclusion: N/A

16. AI 8 - AOB

AI 8.3 Feedback on responses to ECOGAS paper on SME

Presented by: Franz Meier, ECOGAS

It was explained that 33% of the SSCC had given feedback on the paper. 100% have been supportive at the date of the meeting, 65 % of them in full support without any remarks, and the remaining 35% with remarks on some or several points of the 4/15 points addressed in the ECOGAS paper. There had also been a meeting with Commission on the issue. There are major concerns requirements of SMEs not taken into consideration, depending on outcome of Opinion 1-2015.

Conclusion: N/A

17. AI 9 - Review of action items.

Presented by: Chair

Old action items were reviewed. Some were closed at the meeting, those still open remain on the list. New action items stemming from this meeting were listed. The current list is added below.

Conclusion: N/A



List of actions: (Optional)				
Item	Action (What)	Person Responsible (Who)	Deadline (When)	Status (Optional)
3-1-2014	Provide instructions/expectations for industry experts in RM groups.	EASA		Closed. Update on the work on Performance Base Regulations to be given at December MB meeting.
4-2-2014	Review policy on disclosing of staff names at section level	Agency	soon	Closed, no distribution of such list at this stage.
7-2-2014	Continue sharing Standardisation information on CIRCABC	Agency	As soon as available	Closed, will be done on continuous basis.
12-2-2014	Coordinate Low cost ADS-B for GA	Agency/COM/SESAR JU	tbd	Closed. The need for low-cost ADS-B for GA has been communicated to the Agency GA groups, and has also been referred to in the ToR of the Agency rulemaking task on the European surveillance system – SPI 2.
13-2-2-15	to propose a possible short term solution to the issue as part of the next amendment to CS-ACNS.	Agency	Feedback to be provided in the first half of 2015	Closed. See D&M report from 1-2015 plenary meeting
1-1-2015	Candidates for SSCC taskforce on revision of RM process and how Industry wishes to be represented in Advisory Bodies	SSCC members, at least one from each subcommittee	By 3 July 2015	Closed. Invitation to nominate was sent out on 23.06.2015
2-1-2015	Provide RMP with filter tool (Excel sheets) and to identify new RMTs in an Annex to the Programme	Agency	Post-meeting doc	Closed. Excel sheet version sent on 11.06.2015 to Advisory Bodies.
3-1-2015	Upload existing Pre-RIAs on CIRCABC	Agency	Post-meeting doc on CIRCABC	Closed. The link to the concerned Pre-RIAs was sent by e-mail to SSCC members on 8.06.2015
4-1-2015	Give status/plan of Safety Research	Agency	At next meeting	Closed. On agenda of SSCC 2-2-15 meeting.
5-1-2015	How is deviation communicated to stakeholders	Agency	Post-meeting	Closed. Requests for deviations are published on the Agency Website see



				http://easa.europa.eu/document-library/public-consultations
6-1-2015	Give position on requested amendment to CS-STAN	Agency	Post-meeting	Closed. The Agency does not currently see the necessity to modify CS-STAN in relation to ensuring compliance with the SPI regulation. The Regulation is applicable to IFR operation only and CS-ACNS has been developed as an MoC as compliance to the SPI is required for IFR operation the aircraft should comply with CS-ACNS.
7-1-2015	Consider the two actions asked at the end of the meeting by IATA in relation with items 1 and 2 on AMCs of their IP 06	Agency	Post-meeting	Closed. To be discussed at the FS sub-committee.
8-1-2015	Consider cancelling the intended update of AMC1 MED.C.005 as the IR does not include the possibility for MS to maintain so-called national medical practices.	Agency	Post meeting doc	Closed. To be discussed at the sub-committee.

Next meeting:

The next plenary SSCC meeting is scheduled on 10 December 2015.

