



**MINUTES OF THE MEETING OF THE
EASA MANAGEMENT BOARD
HELD ON
15 SEPTEMBER 2009 (MB 03/2009)
AND SUMMARY OF DECISIONS TAKEN**

SUMMARY OF DECISIONS

At its meeting held on 15 September 2009, the Management Board:

- Formally adopted the Agency's 2009 2nd Amending Budget;
- Endorsed new Terms of Reference for the ENaCT Working Group;
- Endorsed new Terms of Reference for the Agency's Finance and Business Services Committee.



0. List of Attendees – Please see ANNEX 1

The Chair opened the meeting and welcomed all participants, especially the new members representing Greece and Romania.

1. Adoption of the Agenda

The Chair presented the Agenda (WP01). He proposed providing further information on the "High Level Groups" for Airlines and ATM/ANS at the end of the discussions on Agenda item 6 and to report on the IAS Follow-up audit and EAB membership under AOB. The Agenda was adopted as presented.

2. Adoption of the minutes of the previous meeting

The draft minutes of the MB 02/2009 Meeting and the Summary of discussions of the MB Special Meeting were adopted, taking into account the amendments proposed.

3. Appointment of the Finance & Business Services Director

This Agenda item was discussed in closed session. The Management Board appointed Mr. Luc Vanheel as Finance and Business Services Director.

4. Comments from the Chair

Regarding the important file on the extension of Community competences (Agenda item 6), the Chair hoped that written conclusions on this Agenda item could be agreed by the MB members and subsequently reflected in the minutes.

5. Report of the Executive Director

The ED presented his report on developments since the previous Management Board. He underlined inter alia the following elements of the report:



- Familiarisation visit with Japan on Mitsubishi Regional Jet;
- Meeting with CAAC (China) on helicopter EC 175;
- First suspension of EASA Type Certificate (Eclipse EA500);
- EASA involvement in the AF447 accident investigation and the NTSB Hearings on the Hudson River ditching;
- Standardisation activities in line with the Standardisation Programme;
- Rescheduling of tasks in Rulemaking Programme 2009-2012 due to the prioritisation exercise for the 1st and 2nd extension;
- 1st extension: Review of comments on NPA 2009-01, NPA 2008-17 ongoing; review of comments of NPA 2008-22, NPA 2009-02 started;
- 2nd extension: Amended Basic Regulation adopted by EU Council on 7 September; EASA-EUROCONTROL roadmap to be adopted soon;
- Important activities in International Cooperation (e.g. support to EC for bilateral agreements with Brazil and Australia, signature of working arrangements with 13 ECAC non-EASA countries);
- 2008 Annual Safety Review and 2008 Annual Safety Recommendations Review published;
- Improved contacts with accident investigators in recent accidents and leading role of the Agency in taxonomy development;
- Introduction of SAP end of July;
- Commitment level 80% and payment level 43%;
- Reorganisation of IT services on track;
- Appointment of Agency's Data Protection Officer;
- Staffing figures amounting to 442 TAs by 01.09.2009.

In the course of discussing the ED report, the following points were made:

- Recalling the speech of the ED at the recent EP hearing, EAB asked for better coordination of public statements with industry;
- At the request of the UK, the ED agreed to disseminate the answers to the Stakeholders Satisfaction Survey to the MB;
- In response to a question from the Commission, the ED explained that the planned meeting of the EARPG (composed of EASA, EC, several Member States and FAA) will take place in December to discuss the coordination and financing of research activities in aviation safety;
- The Chair noted that the strategic discussion on International Cooperation deferred from the June meeting will take place at the MB 04/2009 meeting in December. EASA and the Commission are planning to submit a joint paper.



6. Rulemaking in the context of the extension of Community competences

The Agency's Rulemaking Director introduced WP04, outlining a coordinated Commission/EASA approach on the prioritization and principles guiding EASA rulemaking activities in the context of the Agency's 1st and 2nd extension.

He explained that the paper provides a clear way forward in the further processing of the 1st extension tasks following the extensive debate in reaction to the associated NPAs. Furthermore, it outlines the prioritization for the 2nd extension which will benefit from the clarification reached for the first one. He noted that the prioritization addresses the concerns raised by the stakeholder community and respects the timelines established by the Basic Regulation by using a phased approach to the work and the output. The Rulemaking Director outlined the framework foreseen to ensure a smooth transition as set out in WP04.

The Commission congratulated the Agency on the efforts made towards prioritization of rulemaking activities. The Commission reiterated their support to the Agency, considering the number of tasks and the restricted timeframe to deal with the existing rulemaking tasks.

After a lengthy discussion the Board agreed the following written conclusions:

1. The Management Board considered the Commission and EASA WP04 setting out a joint approach for rulemaking in the context of the Agency's two extensions of scope. The Board commended the quality of the joint paper.

2. On the first extension into Operations and Pilot Licensing the Board noted that the paper was constructed around four key themes: simplification; prioritisation; alignment with existing texts; and transition. In these respects the Board supported:

- a. the modification of the proposed rule structure as set out in the paper, with dedicated technical operational requirements for different types of operation, which are readily understandable by those who have to comply with the rules. The Board emphasised the importance of proportionate regulation, with specific reference to general aviation;**
- b. the proposals for prioritising work packages, and for a phased approach to proposals. In particular the Board welcomed the**



- priority being given to Pilot Licensing and Commercial Air Transport. Moreover the Board notices that further Rulemaking tasks in relation to the first extension will only be completed or started once the Opinions on the first work packages have been delivered;
- c. the commitment to align the Agency's proposals as far as possible with ICAO SARPs, EU-OPs, and adopted JARs, subject to ensuring high safety and regulatory standards; and
 - d. the commitment to propose appropriate transition measures.
3. The Board also noted with approval the working methods the Agency intends to use in preparing the Comment Response Document for the first extension, emphasising the importance of providing objective safety or regulatory justifications where proposed texts differ from existing ones while also taking into account the comments received.
4. The Board noted and endorsed the commitment to apply similar principles to the second extension into aerodromes and air traffic management as to the first extension. It re-iterated its earlier calls for close co-operation between EASA and Eurocontrol, and for efficient use of the scarce expertise in ATM safety matters available to the two organisations. In Aerodrome Safety the Agency will draw upon the work and expertise of GASR.
5. In summary, the Board welcomed the joint paper as a constructive response to the views expressed to the Agency about its series of Notices of Proposed Amendments (NPAs) at the Board's previous meeting in June, at the EASA Committee meeting in July, and by respondents to the NPAs. The Board welcomed this new approach and will support the Agency in the preparation of the Implementing Rules for the first extension in line with the principles and proposals set out in the paper. The Board will follow future developments closely, and asked the Agency to present an implementation schedule¹ in December and report on progress at its future meetings.

During the course of the discussion a number of other issues were raised, including the following.

¹ This refers to a schedule of work needed to deliver the various Comment Response Documents and Opinions packages according to the priorities set out in WP04.



As to the proposed sub-structure of the technical provisions for operations, several members raised concern regarding the lack of distinction between fixed-wings and rotorcraft and expressed the need for dedicated rules for helicopter operations in order to adequately reflect the specifics of commercial helicopter operations and aerial work. In addition, some delegates questioned the proportionality of certain rules, recalling the need to come up with a set of dedicated rules for specific groups e.g. general aviation, light aircraft, etc.

Regarding the list of priorities, as set out in the Annex of WP04, the view was shared that this list might need to be amended by additional tasks in the future and that it should also reflect the impact on resources, staffing and planning.

Members agreed that the deadlines set out in the Basic Regulation should be complied with but the quality of rules is also of major importance, acknowledging the fact that the implementation of rules by NAAs and industry will be the decisive factor in determining whether a rulemaking activity had been successful or not.

Taking into account the comments raised by the Board, the Agency's Rulemaking Director confirmed that the Agency will use its best efforts to come up with tailor-made rules for operations including dedicated handbooks for implementation. With regard to general aviation and light aircraft he said that the Agency is currently preparing a policy in this regard and two focal points have been appointed.

On the 2nd extension, members acknowledged that there is work to be done in determining the scope of the work and that work is underway between EC and EASA. Several delegations underlined the importance of aligning existing laws in the field of ATM safety. The Chair noted that currently there is no single body of aviation safety law existing at the EU level. The main challenge would be to identify the safety related issues and core areas for improvement amongst the existing regulations in EC and EUROCONTROL.

The Agency's Rulemaking Director restated the need to advance discussions on ATM but at the same time to progress work on aerodromes. He confirmed that preparatory work on aerodromes is ongoing in order to meet the given time-schedule. With regard to ATM he said that the discussions with EUROCONTROL on the roadmap are almost finalised and that it is planned to present the document at the next MB meeting. He also said that currently the Agency is discussing with the Commission the SES legislative package in order to identify the regulatory needs and to assess how far existing material



is compatible in order to avoid duplication of work. While the Commission and EASA are in the driving seat, EUROCONTROL will be consulted on the regulatory issues.

Update on "High Level Groups"

The Agency's Rulemaking Director provided further information on the so called "High Level Groups" for Airlines, ATM/ANS and Airports. He explained that these groups have been created on a trial basis in the context of the NETS report, in order to assist the Rulemaking Directorate in better understanding the medium to long term needs of certain segments of the aviation industry in specific domains. It is also planned that the groups address certain policy issues before starting a new rulemaking task, with the same general objective of better informing the Rulemaking Directorate of the views of the key industry players.

With regard to rulemaking sub-groups in general, he explained that a distinction needs to be made between formal and informal groups (such as the "High Level Groups"). While formal groups with officially nominated representatives from affected industry/organisations are formally consulted during the rulemaking process, informal groups are formed of experts in a specific rulemaking field prior to the start of a rulemaking activity, with the aim to discuss general issues on a less formal basis.

At the request of the Board for more transparency regarding the High Level Groups, the Rulemaking Director undertook to provide the MB on a regular basis with feedback from meetings and on the composition of these groups.

The Chair commented that notwithstanding the legitimate questions that Members had asked about these Groups, the Agency is to be commended on its efforts to construct interfaces with its stakeholders, taking into account the recommendation stemming from the Art. 51 evaluation in this regard.

7. Safety Strategy

EASP & EASSG

The ED introduced WP05a, presenting a possible way forward for the organisation of the European Aviation Safety Programme (EASP) and proposing Terms of Reference (ToRs) for a European Aviation Safety Steering Group (EASSG). He suggested that the composition of the group should be limited to maximum 12 members, including recognised safety experts from NAAs, Commission, EASA, EUROCONTROL and ESSI, as well as a Chair from the Agency. The ED reiterated the need for an immediate start of the groups'



activities and for a kick-off conference in advance of the ICAO High Level Conference in March 2010.

In response to WP05, the EAB Vice Chair presented a written statement reflecting the industries' point of view. While generally supporting the initiative and strongly encouraging EASA to continue its work, the EAB noted the lack of transparency with regard to the role and composition of the proposed group. The EAB requested the MB to put more focus on the definition of the profiles of group members, highlighting the importance of industry participation to the related activities.

Recalling the discussions at the MB 02/2009 meeting, Member States raised concern that WP05a had lost focus on primary strategic aims of the safety strategy. The view was shared that safety strategy is a circular process of collecting and analysing data, drawing conclusions from that analysis about where the major safety risks lie, exploring ways of addressing those safety risks, monitoring how successful actions are, reporting to the outside world on safety performance as well as a feedback process.

Members asked for further clarification on the status and role of the group, its working methods and the internal organisation of the group, in particular the composition and the position within the Agency. They noted that the group can only advise and assist but has no competence to decide. Under no circumstances shall the group's work affect the competences under the Basic Regulation.

In the same context, several Member States and the Commission questioned the proposed name of the group. The general feeling was that the group should be called "Advisory Committee" instead of "Steering Group", in order to better reflect its primary strategic role.

With regard to the composition, Members emphasized the importance of forming the group of high level safety experts from all stakeholders including industry to achieve the right balance of experts and expertise. Considering that the group needs to be small and efficient, it was agreed that the group should be composed of about 3 representatives from the Agency plus 8-9 high level experts from NAAs, EC, EUROCONTROL and industry. Representatives should be selected solely on the basis of their expertise.

Several Members questioned why the Agency, after being in operation for 6 years now, had never established a safety strategy before. The ED explained that the Agency prior to the 1st and 2nd extension had only a limited competence in the field of civil aviation safety. With the extension of



competences, the role and responsibilities of the Agency have changed to a more global approach requiring a comprehensive safety strategy.

In the light of the discussions, the Commission reported that preparatory work for a common European submission at the ICAO High Level Conference in March 2010 had started. This submission shall summarise the interest of the whole aviation sector in Europe. In view of that, the Commission invited all Member States to provide their direct input. The Commission also reported on the outcome of the ECAC DGCA Special Annual Meeting held 27-31 August 2009 in Montenegro. In summary, the following key safety issues had been identified at the meeting: (a) the need for improvement in efficient data collection (b) the enhancement of harmonised implementation of safety rules via standardisation inspections, (c) the insufficiency of the Black box system in tracing aircraft (as demonstrated by the AF 447 crash) and (d) the need for efforts on fatigue management and pilot training.

Considering the urgency to set up the Advisory Committee, the Chair suggested to keep WP05a as it stands. He recommended that the MB mandates the ED to constitute this group along the discussion at this meeting and to recruit high level experts. A first task for the group would be to come up with more focused and more transparent ToRs at the MB 04/2009 meeting in December. The MB agreed on the proposed way forward.

Occurrence Reports

The ED introduced WP05b, presenting a review of the accessibility by the Agency of the central European repository on aviation occurrences (ECCAIRS). The ED outlined the stringent limitations. He underlined the importance for the Agency to have unrestricted access to occurrence reports in order to respond fast to aviation safety issues.

The Board acknowledged the problems set out in the paper and fully supported the Agency's needs for access to information. It was noted that existing data (e.g. through the ECCAIRS systems) needs to be used more efficiently and that better cooperation between Member States and industry would also enhance the situation. In addition, several delegates recommended to focus on improving the current coordination and correlation of existing data streams (e.g. the mandatory information to be provided by Type Certificate Holders under Part 145, EU OPS or Part M). This should be undertaken in parallel to improving access to relevant ECCAIRS data.

The Agency indicated that it has insufficient resources for analysing the whole amount of data and a collaborative effort with the national authorities was seen as a possible way forward.



The view was shared that, in the long run, it will be essential to implement European legislation that sets out clear standards for the provision of safety information and that makes the provision of data from Occurrence reports mandatory. Members noted that in this regard an initiative from the Commission is urgently needed. The Board also identified the need for work on taxonomy, in order to get reporting across Europe in the same format and on the same level so that one report corresponds to another.

Several delegations underlined that certain types of information (e.g. operational information) are not subject to EC legislation and have to come directly from Member States depending on their own protocol. Members noted that work on protocols of use and confidentiality is necessary both at national and Commission/Agency level. The promotion of a “no-blame-culture” across Europe would be of key importance in better protecting the persons reporting.

EAB observed that, in particular for industry, it is essential to protect sensitive data and limit access to data bases containing such data. Moreover, EAB said that the quality of information contained in databases is of importance. From the perspective of Pilot Associations, the EAB underlined that the unrestricted access to data could in the end come down to a human rights issue as there is a certain risk of abuse of flight information data and an immanent risk of prosecution for reporters.

Considering the comments from the Board, the Commission said that work on a Draft EC Regulation is underway and currently subject to EC internal consultation. It deals inter alia with the Agency’s competences regarding accident investigation data and access to information and will establish the respective legal framework. The Regulation will also take into account the data protection issue. The Commission said that the text shall be finalised by the end of October and that it is planned to present the draft during the Council meeting in December. The Commission expressed their sympathy for concerns raised by MB Members regarding the confidentiality of data and acknowledged that confidentiality will be respected. However, the Commission emphasized that the process needs to be accelerated as EASA needs access to data from accident investigations and occurrences for its current and future activities.

The Chair concluded that the new Advisory Group could also be a forum to address the issue of data access and to provide advice on the action required. At the same time, he acknowledged that the main issue is that of “just culture”. He said that this is a prerequisite for an adequate system for



access to data and occurrence reporting. However, this is outside the remit of the MB as this is the responsibility of national governments.

8. ENaCT Report

The Chairman of the ENaCT working group presented a report on their ongoing activities (WP06a), reflecting a summary of the discussions at its meeting in September 2009. The report included the following topics: Continuing Airworthiness, Pool of Experts, Qualified Entities (QE) and ENaCT Terms of Reference.

With regard to Continuing Airworthiness, the ENaCT Chairman reported that additional recruitments were being launched by EASA and that in addition to certification tasks related to Continuing Airworthiness, occurrences processing will be a major issue, requiring significant resources. Regarding the Pool of Experts activity, the ENaCT Chairman urged Member States to nominate representatives for the workshop on 11 November 2009. He also said that while the Pool of Experts had up to now focused on expertise in the product certification field, it could be extended to DOA and POA/MOA oversight and also addressing Flight Standard Activities (MRB, OEB and STD). Austria requested that Maintenance Training Organisation be added to the list.

With regard to Qualified Entities, the ENaCT Chairman referred to a note from the European Commission Legal Service on the outsourcing of certification tasks (WP06c) that clearly shows that there should be no discrimination for call for tenders between NAA and qualified entities. The Chairman said that the outcome of the outsourcing consultancy study expected for December is awaited for further action.

EAB expressed their surprise on the interpretation by the Commission Legal Service, noting that from the industry's point of view it cannot be the intention of the regulator to go for competitive tender between NAAs and Qualified Entities. In addition, EAB raised concerns that the proposed way forward might increase administrative burden and costs for industry.

The Board concluded that the Agency will have to come up with a proposal on the issue of outsourcing in due course. Members agreed that the report is remitted to ENaCT in the first instance awaiting the outcome of the outsourcing consultancy study in December.



The MB endorsed the report from the ENaCT group, taking into account the comments raised.

The ENaCT Chairman presented WP06b, comprising a proposal for new Terms of Reference (ToRs) for the ENaCT working group. He said that the ToRs confirm ENaCTs present role in assisting the Agency, the MB and the NAAs in managing the transition and sharing of certification tasks between the Agency and NAAs. At the same time, the scope of ENaCT had to be extended in order to reflect the new remit of the Agency that will encompass fields other than Airworthiness and Continuing Airworthiness.

Following a comment from the MB Chair that no formal decision by the Board is required to adopt the revised ENaCT ToRs, MB Members endorsed the proposed ToRs.

9. 2010 Work Programme

The Chair told that the Commission opinion on the 2010 Work Programme had not yet been received, noting that this opinion is required before the Board can formally adopt the 2010 Work Programme. A request from France has been received seeking updates in certain sections. In the light of this, the Chair proposed to update the current version and to adopt the 2010 Work Programme by written procedure before 30 September 2009 following receipt of the Commission opinion. The Board agreed.

The Commission apologised for the delay, noting that their opinion will be ready for adoption shortly. They reiterated that the Commission opinion will not change the substance of the Work Programme but as always it should be duly taken into account.

EAB reiterated the need to review the KPIs contained in the current document, as they do not adequately reflect what the industry had been asking for. Members agreed that the KPIs in the document are not what they would like them to be. However, there was agreement that - now that SAP is functioning - the Agency has opportunity to improve the KPIs and that it will be sufficient to reflect this in the next Work Programme.

10. Finance and Business Services Committee

The Chairman of the Finance and Business Services Committee (FABS) introduced his report regarding the Amending Budget 2009 and other Agenda Points (WP08a). The report was adopted without modifications.



The Chairman of the FABS Committee presented WP08b with a proposal for new Terms of Reference of the FABS Committee. Based on a proposal from the Chair, the meeting agreed not to reach a formal decision on the ToRs. Consequently, it was agreed to delete the 1st part of the proposed ToRs (the "preamble") but to keep the text of the ToRs as such. The new ToRs were endorsed, subject to the aforementioned modifications.

The Board agreed that as from now on, the FABS Committee will be chaired by the Board Member from Denmark and that the Executive Director of the Agency will act as Deputy Chair. Considering the low level of attendance at the last meeting of the FABS Committee, all Member States were invited to send a representative to the meetings of the Committee, preferably someone with financial and/or business planning expertise.

11. 2009 2nd Amending Budget

The Agency's Finance and Business Director introduced the 2009 2nd Amending Budget for adoption by the Board. In particular, he informed about an increase of the outsourcing costs with 3.0 M€, mainly due to the slower recruitment of FTEs, a slight increase in MRB activities, and additional invoicing from NAAs for work already performed. On the other hand he noted a reduction of Title 1 costs by an amount of 0.9 M€, due to a slightly lower recruitment implementation and higher turnover than initially expected.

The Chairman of the FABS Committee indicated the need for more information regarding costs and expenditure, in order to give the FABS Committee the opportunity to properly analyse issues. With regard to the 2009 2nd Amending Budget, he noted that the explanation given on the additional amount of 160 K€ for research activities was not perfectly understandable and prevented the FABS Committee from delivering an opinion in time.

Concern was raised by the EAB regarding the carry-over from fees and charges of 23.5M€, which could indicate that the Agency is over-recovering and holds a significant amount of reserves. The EAB thus asked for a careful analysis of the situation on carry-overs in the light of the current Fees & Charges Regulation.

Sharing the concerns raised by EAB, the ED confirmed that the Agency cannot continue to accumulate such carry-overs. He pointed out that the Court of Auditors had raised similar questions. In its response to the Court, the Agency had declared that at this stage it is too early to know whether the



carry-overs are exaggerated or not. One factor that gives explanation for the surplus is the significant overtime work with regard to certification tasks. This will be diminished with the additional recruitments foreseen in Continuing Airworthiness.

The Management Board formally adopted the 2009 2nd Amending Budget.

12. Art. 51 Progress Report

The Chairman of the Art. 51 Study Group introduced the 2nd progress report on recommendations from the "Article 51 evaluation". He noted that only 18 of 31 Member States had responded to the request for input and that in consequence the report presented is not 100% complete. He underlined that nevertheless an update of the report would still be possible and invited all States who have not yet contributed to provide their input.

The Chairman of the Study Group said that most of the recommendations had been duly taken into account and the results are generally satisfactory. However, there are several recommendations which still require some follow-up action, e.g. recommendation 3 (points of entry for the interface with industry) and 12 (contribution to ECCAIRS) for which specific follow-up actions are suggested.

He proposed that Member States provide written comments and/or suggestions directly to the Chairman of the Group on the present document by the end of October with the goal to update the document accordingly. A report will then be given at the MB 04/2009 meeting in December, identifying the issues closed and the issues requiring follow-up action. MB members agreed with this proposed way forward.

13. AOB

The Chair noted that he had been informed by the MB Secretariat about a follow-up audit of the Internal Audit Service (IAS) planned for end September/early October 2009. One of the points the IAS made in a previous audit in 2006 was that when carrying out written procedures, Members who did not respond were counted as "yes". In the meantime, the MB has taken the IAS recommendations into account and now asks MB Members to explicitly cast their vote in written procedures. However, the IAS has asked to reflect this explicitly in the MB RoPs. While the MB generally accepts this recommendation, it seems problematic to do a review of the RoPs for just



this aspect. Considering that, the Chair suggested to undertake a complete revision of the MB RoPs by a special working group in 2010. In order to meet the IAS requirements, this item will be added to the MB action list immediately. The Board agreed.

The Chair informed that he has received two letters from industry groups requesting membership of the EAB, namely from the Air Traffic Controllers European Union Coordination (ATCEUC) and ASD-ATM Ground Equipment Design & Manufacturing. He proposed that in consideration of these requests for membership, the Board should examine the overall membership /composition of the EAB. It is planned to discuss the issue at the informal meeting between EAB, the ED and the MB Chair, tentatively scheduled for October/November. The outcome from this meeting will be presented at the MB 04/2009 meeting in December.

The MB expressed its gratitude to the MB Member from Germany Mr. Thilo Schmidt for his long time activity as Chair and Member of the Board.

The Chair closed the session thanking all participants for a fruitful meeting.



ANNEX 1: List of Attendance

Members

	MEMBER	ALTERNATE	EXPERT
AUSTRIA	Karl Prachner		Walter Gessky
BELGIUM		Benoit Van Noten	
BULGARIA		Eleonora Dobрева	
CYPRUS	Leonidas Leonidou		
CZECH REPUBLIC	Josef Rada	Vítězslav Hezký	
DENMARK	Kurt Lykstoft Larsen	Per Veinberg	
ESTONIA			
FINLAND	Kim Salonen		
FRANCE	Maxime Coffin		Genevieve Eydaleine
GERMANY	Thilo Schmidt		
GREECE		Vasilios Iliou	Georgios Sourvanos
HUNGARY		Zoltan Keszthelyi	
ICELAND*	Pétur Maack		
IRELAND			Brian Skehan
ITALY	Salvatore Sciacchitano		Carmine Cifaldi
LATVIA			
LIECHTENSTEIN*			
LITHUANIA			
LUXEMBOURG			
MALTA	Anthony Gatt		
NETHERLANDS	Ellen Bien	Jan-Dirk Steenbergen	Pieter Mulder
NORWAY*	Heine Richardson		Karl Koeford
POLAND		Tomasz Kadziolka	Dariusz Gluszkiewicz
PORTUGAL		Anacleto Santos	

* Members without voting rights



	MEMBER	ALTERNATE	EXPERT
ROMANIA		Tudorel Roman	
SLOVAK REPUBLIC		Martin Nemecek	
SLOVENIA	Mikko Komac	Jozef Slana	
SPAIN		José M. Ramírez Ciriza	
SWEDEN	Lena Byström Möller		Magnus Molitor
SWITZERLAND*	Marcel Zuckschwerdt		
UNITED KINGDOM	Michael Smethers (Chair)		Pat Ricketts Claire McAllister
EUROPEAN COMMISSION	Zoltan Kazatsay	Oliver Onidi	Marta Sadel

Observers

	MEMBER	ALTERNATE	EXPERT
EASA ADVISORY BOARD ²	Vincent de Vroey	Claude Schmidt	Fiona McFadden Mick Sanders
ALBANIA ¹		Genci Resuli	
BOSNIA AND HERZOGOVINA ¹			Selma Hodzic
CROATIA ¹			
FORMER YUGOSLAV REPUBLIC OF MACEDONIA ¹	Zoran Krstveski	Dejan Mojsoski	Zoran Angelovski
MONTENEGRO ¹			
SERBIA ¹			
U.N. MISSION IN KOSOVO ¹			

² Observers without voting rights.



ANNEX 2: Action List

Action number	Description action	Action holder	Deadline
# 03/MB 0308	Amend & resubmit the proposed Procedure for the Selection of EASA Directors following submission to the Commission	EASA	Awaiting response from Commission
# 07/MB 0308	Article 51: Progress reports on the implementation of the recommendations	Article 51 Steering Committee - Rapporteur Maxime Coffin	MB 04/2009
# 02/MB 0408	Outsourcing	ENaCT	Pending outcome of Consultant Study
# 05/MB 0209	Strategy for Agency's international work	EASA/Commission	MB 04/2009
# 01/MB 0309	Progress report on rulemaking in the context of the extension of Community competences	EASA/Commission	MB 04/2009
# 02/MB 0309	Report on composition of Safety Advisory Committee	EASA	MB 04/2009
# 03/MB 0309	Review of proposed ToRs for Safety Advisory Committee	EASA	MB 04/2009
# 04/MB 0309	Review of composition of EAB	EASA/EAB/MB	MB 04/2009
# 05/MB 0309	Review of MB RoPs re voting procedures in the light of the recommendations from the IAS audit	EASA/MB	MB 02/2010