



Summary of Conclusions

RAG 1-2016 meeting

16 February 2016

Centre Albert Borschette, rue Froissart 36, 1040 Brussels

Organised by

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

Acronyms used:

AB – Advisory Body
AMC – Acceptable Means of Compliance
ATM – Air Traffic Management
ATO – Approved Training Organisation
AWO – All Weather Operations
BR - Basic Regulation
BTO – Basic Training Organisation
CAT – commercial air transport
CS - Certification Specification
CRD – Comment Response Document
DG – Directorate General
EC – European Commission
EPAS - European Plan for Aviation Safety
ESSI – European Strategic Safety Initiative
FAA – Federal Aviation Authority
GM - Guidance Material
HEMS – Helicopter Emergency Medical Services
ICAO – International Civil Aviation Organisation
IP – Information paper
MAB – Member States’ Advisory Body
MB – Management Board (EASA)
MEG – Medical Experts Group
MS – (EASA) Member States
NAA – National Aviation Authority
NCC – non-commercial operations with complex motorpowered aircraft
NCO – no-commercial operations with other than complex motorpowered aircraft
NPA – Notice of Proposed Amendment
OPS& FCL – Operations & Flight Crew Licensing
PBR – Performance based regulation
RAG – Rulemaking Advisory Group
RBO – Regulatory Based Oversight
RIA – Risk Impact Assessment
RMP – Rulemaking Programme
RMT – Rulemaking Task
RoP – Rules of Procedure
SES – Single European Sky
SMS – Safety Management System
SPO – specialised operations
TAG – Thematic Advisory Group
TCCA – Transport Canada Civil Aviation
TeBs –Member States’ Technical Bodies
ToR – Terms of Reference



WG – Working Group
WP – Working Paper

List of Participants

Attendees	Ms	Karin	Puleo-Leodolter	Ministry of Transport	Austria
	Mr	Marc	De Smet	Civil Aviation Authority	Belgium
	Ms	Eleonora	Dobreva	Civil Aviation Administration	Bulgaria
	Mr	Nikolas	Jørgensen	Transport Authority	Denmark
	Mr	Alfonso	Arroyo	Directorate General for Mobility and Transport, European Commission	EC - DG MOVE
	Ms	Susanna	Metsälampi	Transport Safety Agency	Finland
	Mr	Georges	Thirion	Direction Générale de l'Aviation Civile	France
	Mr	Dirk	Sajonz	Luftfahrt Bundesamt	Germany
	Dr	Erika	Varga	National Transport Authority - Aviation Authority	Hungary
	Mr	Brian	Skehan	Aviation Authority	Ireland
	Mr	Alessandro	Cardi	ENAC	Italy
	Mr	Carl	Tabone	Civil Aviation Directorate	Malta
	Mr	Bob	Rieder	Ministry of Infrastructure and Environment	Netherlands
	Ms	Nina Beate	Vindvik	Civil Aviation Authority	Norway
	Mr	Marcin	Szczygieł	Civil Aviation Authority	Poland
Ms	Rodica	Cazanciuc	Civil Aeronautical Authority	Romania	



	Mr	Martin	Němeček	Civil Aviation Authority	Slovak Republic
	Mr	José María	Ramírez Ciriza	AESA, Spanish Aviation Safety Agency	Spain
	Mr	Magnus	Molitor	Transport Agency	Sweden
	Ms	Francine	Zimmermann	Federal Office of Civil Aviation	Switzerland
	Mr	Marinko	Simunovic	Ministry of Communications and Transport	Bosnia Herzegovina
	Mr	Mileta	Nikolic	Civil Aviation Agency	Montenegro
Apologies	Mr	Sotirakis	Stamou	Civil Aviation Authority	Greece
Further Participants	Mr	Franz	Graser	Austrocontrol	Austria (observer)
	Ms	Anne-Claire	Dupays	National Transport Authority - Aviation Authority	Belgium (observer)
	Mr	Denis	Bouvier	European Defence Agency	EC – EDA (replacing Mr Stegmeir)
	Mr	Vitezslav	Hezky	Civil Aviation Authority	Czech Republic (replacing Mr Nekvasil)
	Ms	Carole	Lenck	Direction Générale de l'Aviation Civile	France (observer)
	Mr	Carel	Wassink	DGCA, Ministry of Infrastructure and Environment	Netherlands (replacing Mr Rieder)
	Mr	Marcel	Kägi	Federal Office of Civil Aviation	Switzerland (observer)

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MoM Distribution:	(Optional)
All participants	

MoM prepared by	Kirsti Reinartz-Krott	19 02 2016	Signature
MoM reviewed by			Signature



1. Welcome and Introduction

Presented by: Luc Tytgat, Director Strategy & Safety Management (Chair)

The RAG Chair welcomed the attendees to the last RAG meeting, which is early in the year so as to make sure that the MAB can already be involved in the new planning cycle and to have everyone on board upstream. He reminded the RAG members that they were receiving two kinds of meeting documents, Working Papers and Information Papers. Regarding IPs, these could on occasion be sent shortly before the meeting, as they were for information purposes and discussions would ensue at the later date. Furthermore, he announced that MAB meetings would in future take 1,5 days to allow better consultation, since the MAB had an extended remit and therefore a greater workload.

2. Adoption of the agenda

Presented by: Chair

The Chair asked for additional Agenda items. The RAG members proposed the following:

- Sweden: a statement on the fast track rulemaking procedure
- Ireland: a query regarding necessity of NCC for single flight operations
- France: a statement on timeliness of meeting documents
- France: a query regarding validity of air crew licenses issued by third countries for pilots flying registered European aircraft on non-European flights
- France: a query regarding English language proficiency of private pilots regarding instrument rating

Conclusion: The Agenda was adopted as presented to the RAG at the meeting, including the proposed AOB items.

Nota bene: most of the above items were treated under AI 10: Feedback on implementation of EASA rules.

3. Adoption of the minutes of the previous meeting, review of action table

Presented by: RAG secretariat

There were no further comments for the latest draft minutes presented at the meeting.

Action items 2-2-2015 and 3-2-2015 will remain on the action list as not yet closed. The French RAG member was asked to provide the comments to the RMTs mentioned in action item 3-2-2015 to the Agency (kirsti-verena.reinartz@easa.europa.eu)

Conclusion: The minutes were agreed as presented to the RAG at the meeting.

Action 1-1-2016: French RAG member to provide the comments to the RMTs mentioned in action item 3-2-2015 to the Agency (kirsti-verena.reinartz@easa.europa.eu)

4. Safety Programmes 2017-2021

Presented by: Kai Bauer, Safety Programmes Section Manager

The Agency presented the future top down approach for the Safety programmes, the strategic objectives for the safety, level playing field and efficiency drivers, the top agency priorities for the safety, efficiency, level playing field and environment drivers, as well as the schedule for the new 2017-21 planning cycle.

A first draft of the programmes focusing on the strategic priorities will be circulated in April, with a one month consultation.

RAG members expressed their full support for the new strategic approach of the new programming cycle, noting its contribution to reduce administrative burden. MS expressed willingness and hope to be involved in the programming phase 'between meetings'. The MS requested better justification of top priorities, in particular to help convince industry, more sharing of safety data as evidence, giving clearer links of strategic objectives to those of smart/simple rules, RBO and PBR, making sure of alignment with ICAO objectives, and lastly, ensuring industry involvement at equal level in the programming phase.

The Agency noted all comments and will take them into consideration.

The RAG was given till 26 February to provide comments to the paper.



Conclusion: The WP 01 received a positive opinion from the Group. Further consultation in written form.

Action 2-1-2016: The RAG was invited to consult WP 01 and provide further written comments via rules_programming@easa.europa.eu by 26 February 2016.

Post-meeting note: The RAG will receive an excel version of the final RMP 2016-20 for information and a post-meeting document.

5. Member States Advisory Body's Rules of Procedure

Presented by: Marcella Miano, Rulemaking Process Officer

Following the presentation, the RAG members expressed their support, but requested a number of clarifications: guidance for nomination process, the timely provision of meeting documents, the possibility to nominate alternates, the sufficient duration of TeB meetings (which now partially incorporate standardisation meetings), the fact that a high number of TeBs may result in thematic overlaps and resource issues for NAAs, coordination of TeB (joint) meetings in general, the future of ESSI bodies, the role of SMS TeB which is replacing the EASp summit, ensuring Industry participation in the process and holding joint meetings with the industry advisory bodies (STeBs). The RAG also requested a global overview of the groups/stakeholders involved in programming activities.

The Agency gave clarifications in particular to

- the nomination of permanent alternates, which was agreed
- the SMS TeB, which will be in charge of the common organisational and authority requirements;
- the ESSI bodies, whose expertise is still needed but working approach and circumstances will be different in future. Strive for better visibility.

A new version of the RoPs, containing the comments that were taken on board, will be circulated. The RAG was given till 26 February to provide comments to the paper.

The RAG members mentioned that they were receiving a great number of CIRCABC notifications which did not concern them (for TAG domains). The Agency explained that there was a procedure to turn off notifications for specific folders.

Conclusion: The WP 03 received a positive opinion, with some proposed changes, which would be included in a revised track changes version. Further consultation will be in written form.

Action 3-1-2016: Agency to distribute WP 03 with track changes comprising comments from meeting as post-meeting document

Action 4-1-2016: Consult WP 03 and provide further written comments via rules_programming@easa.europa.eu by 26 February 2016.

Action 5-1-2016: Agency to provide description of expected profile and a nomination form in the invitation to nominate MAB/TEB members/observers/alternates.

Action 6-1-2016: Agency to provide instructions on how to shut off notifications in CIRCABC as post-meeting document

Action 7-1-2016: Agency to provide global overview of groups/stakeholders involved in programming activities at the next meeting

6. Performance Based Regulations (PBR)

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

Broad support was received for the policy and strategy Working Paper, for which RAG members were given 3 weeks to comment on, till 9 March 2016. MS pointed out that 'safety critical' issues may not need prescriptive



rules, depending on the case, in particular for unknown circumstances. Agency agreed to revise paper on this point.

Furthermore, MS reminded that performance base rules already existed in many domains and that this was nothing new, which was not clearly stated in the paper and could raise expectations. According to some MS, AMC GM should remain prescriptive, as they are written in English and therefore might be wrongly interpreted by audience. PBR might influence Standardisation processes, which should remain prescriptive. Lastly it was suggested to apply PBR for review of rules on training programmes and processes, which could be disseminated by EASA training academy. All of the above comments will be considered.

Conclusion: The WP 02 received a positive opinion. Further consultation will be in written form.

Action 8-1-2016: Consult WP 02 and provide further written comments to jean-marc.cluzeau@easa.europa.eu by 9 March 2016.

7. New Business Models

Presented by: J.-M. Cluzeau

The Agency explained that the activities of the group were now linked to the EPAS, hence the suggestion to rename the RAG Working Group 'EPAS Safety Action Group'. The Agency proposed that the WG also deals with cost-sharing online platforms like SkyÜber, Wingly and to consider in the future setting up other similar Safety Action Groups to support EPAS implementation where needed.

RAG recognised the work of the Group and was for the most part supportive of above Agency proposals. RAG members wanted to ensure that all MS receive the information outcome of Group's work, which was currently not the case. RAG indicated that references were missing in the document to certain requirements mentioned, and that these should be added as footnotes, to which the Agency agreed. Some RAG members preferred rulemaking to the approach taken by the Agency. It was also pointed out that the overview should not focus on 'legacy' companies taking up new business models, but rather on small operators who worked 'under the radar'. There was perhaps data on their activity, but this was not always evident.

According to the Agency the 'Big Data' project would help change this. The Agency also explained that instead of rulemaking, the aim was here to collaborate, share best practises, and to rely on safety management systems of the operators.

Conclusion: The RAG recognised the work of the RAG WG and supported the proposals made in IP 01, with suggestions for slight changes.

Action 9-1-2016: Agency to distribute a revised version of IP01 with necessary references in footnotes as post-meeting document

8. Follow up on 'SkyUber' etc ... platforms

Presented by: J.-M. Cluzeau

The Agency legal interpretation of platforms is that would fall under the Air Operations Regulations exemption against Commercial Air Transport rules. The RAG view on this legal interpretation is split.

The RAG agreed to ask the WG on new business models to assess the safety impacts of these platforms by identifying best practices, but stressed that a possible amendment of the rules should not be excluded if needed. Other MS requested that the WG consider options other than rulemaking such as platforms providing improved information 'riders' and setting sensible standards for pilot users. The Agency was not in favour of publishing a press-release similar to the French.

It was agreed to convey the RAG remarks to the WG on new business models before its meeting on 25 February

Conclusion: A majority of RAG members agreed with the Agency legal interpretation in IP 03. Further assessment of safety impacts was requested from the RAG WG on new business models.



Action 10-1-2016: Agency to convey comments made at the meeting on IP 03 to the RAG New Business Models working group (now 'EPAS Safety Action group') and request it to assess further the safety impacts of these platforms.

Action 11-1-2016: Agency to distribute all presentations made during the meeting as post-meeting documents.

9. Age 60 limitation in single-pilot HEMS operations

Presented by: Georges Rebender, Head of Air Crew & Medical Dept.

Daan Dousi, Acting Aircrew & Medical Regulations Sec. Manager

Cristian Ionut Panait, Medical Regulations Officer

The Agency proposes to add an exception on the rule so that MS, in the case of HEMS operations, may decide to extend beyond the age of 60 for pilots, subject to acceptable risk mitigation.

For the RAG members, some support the paper, some have strong reserves. For the latter, this is mainly because they consider this approach as moving away from ICAO standards and going against sound medical evidence and risk factors, in particular for HEMS flights, which are more complex than other CAT operations. The ability of a pilot to deal with an unplanned situation in unknown conditions should also be taken into account, not just physical health. The supporters mention that demographic changes are taking place, people work and live longer. According to some RAG members, HEMS operation might in future (new BR) fall under NCO or SPO, falling out of CAT remit. Some RAG members are not convinced about the mitigation measures, nor how FAA/TCCA deal with this issue, and wish to bring issue to the MEG meeting 18-19 April 2016 for more discussions, which was agreed.

All agree that there are already too many Art. 14 (4) exemptions on this topic and as new ones may come, we should strive to establish them on the same basis. The Agency explained that since most exemptions concerned HEMS operations, this was the starting point to open discussions. However, some Members States stated that the proposal of the Agency should not be limited to HEMS operations but extended to CAT operations. The Agency clarified that it was not its intention to limit the scope only to HEMS operations. Some MS proposed to introduce a change in the rule with a target date. RAG members were given until 1 March 2016 to give comments to the Agency Information paper.

Conclusion: N/A

Action 12-1-2016: Agency to Convey message of RAG relating to further assessment of mitigating measures to Medical Experts' Group before meeting of 18-19 April 2016.

Action 13-1-2016: RAG to consult IP 02 and provide further written comments to cristianionut.panait@easa.europa.eu if medical related or to

daan.dousi@easa.europa.eu if operational or license related.

10. Feedback on implementation of EASA rules (to be noted and discussed at next meeting)

Presented by: German, French, Irish RAG members

Nota bene: the AOB items proposed by RAG members at the beginning of the meeting were to a large extent dealt with under this item as well.

NCC for foreign operators (German RAG member): This issue involving 'principle place of business' has been discussed at the OPS& FCL TAG. If a foreign a/c stays on the airfield for several months, it needs to be registered and put on inspection plans at some point. According the BR, the burden is on the Agency, so what do the NAAs need to do on top.

Validity of air crew licenses issued by third countries for pilots flying registered European aircraft on non-European flights (French RAG member): What are the options? License according to Annex III with introduction of some more flexibility, transfer responsibility according to Art. 83 bis or to get a European license? Pilot unions are not in favour of the validation of foreign licenses, except when no competition is



scheduled; which is the case of European registered aircraft operated by non-European airline (and outside the European sky).

According to Agency there is drafting work being initiated for change to Annex III. Will most likely be able to present something in June 2016.

English language proficiency of private pilots regarding instrument rating (French RAG member): France promised to provide a paper for next meeting concerning this AOB item.

Agency pointed out that a concept paper highlighting the English language proficiency discussion already exists on the website, which will be distributed to the RAG members as a post-meeting doc.

NCC for single fight operations (Irish RAG member): If an a/c needs to be moved between operations for just one flight, approvals are often difficult to receive. It would be easier to have a specific approval for these situations 'between operations'. Please consider timescale and infrastructure.

Conclusion: The RAG members having raised issues will be asked to provide Working Papers on the subject for next meeting.

Action 14-1-2016: Provide to RAG the concept paper on 'Easier access of General Aviation (GA) pilots to instrument flight rules (IFR) flying' relating to language proficiency and the instrument rating as a post-meeting doc/

Action 15-1-2016: German, Irish and French RAG members to provide WP for next meeting on their respective feedback comments.

11. Forthcoming Opinions/NPAs

*Presented by: Julia Egerer, Air Operations Regulation Officer
Daan Dousi*

NPA 2015-18 on RMT 0516/517 update of Air OPS rules: The Agency reminded that this NPA for RMT 0516 is an omnibus task, meaning a 'sanity check' for all Air OPS rules. Since the scope is so big, there are in fact three 'sub NPAs' (A) (B) and (C), with one Opinion and two Decisions as outcome. Proposal for changes to IRs. Currently, there are 7 open questions, of which coop. oversight and the integrated management system were highlighted.

NPA2015-20 on RMT.0657 Basic Training Organisation:

The Agency pointed out that the proposed scope of the rule didn't include Multi-engine piston and Instrument Ratings. It is planned to publish the Opinion and CRD jointly in June 2016 with a Workshop on BTO scheduled on 7 September.

One RAG member commented that:

- the new text in the revised Basic Regulation may require that an ATO be certified "*unless specified by an IR*"; this would open the possibility of a 'declaration', therefore making the 'light certification' unnecessary,
- the scope of BTOs should be revisited in the relation to helicopters'.

the Agency replied that the Basic Regulation revision is still in the drafting process, and the proposed changes may not occur.

For both of the above NPAs, consultation ends 29 February 2016.

Conclusion: NAAs should express their concerns during the ongoing consultation.

Action: N/A

12. Horizontal issues

Presented by: J.-M. Cluzeau



The Agency summarised the two main issues raised by Austria as follows:

1. How to ensure that when dealing with cross-domain tasks, we touch all aspects in the various rules concerned with a coherent approach
2. Is it possible to move from a fragmented structure to a horizontal structure.

In the 2016-210 programmes review, Agency has already identified the cross domain tasks which need to be conducted as a single project, and will expand this approach for the 2017-2021 Programmes.

RAG welcomed the approach and also supported the initiative to conduct a thorough impact assessment on the costs/benefits of a horizontal approach.

Suggestion were made:

- to build upon the work already done under “CoRA”.
- to consider horizontal rules for Inspector Qualification (at the moment it is only addressed through the OPS rules)

Conclusion: N/A

Action 16-01-2016: Agency to present its conclusion to the Advisory Bodies before end of 2016 as mentioned in IP 04 ‘On the horizontal approach to an AR/OR-GEN’

13. ‘All Weather Operations’ Implementing Rules

Presented by: Willy Sigl, Air Operations Regulations Officer

The Agency presented this project, which proposes to follow a fast-track approach with a rulemaking and legislative process lasting only 2 years, necessitating good cooperation with MS and industry, who would periodically be informed and consulted on the available documents. An updated paper clarifying the process would be circulated asap.

All agreed that this was an innovative task (‘pilot project’) and worthy to apply the cross-domain perspective and the approach to improve efficiency, testing the new elements of the revised rulemaking process. Some RAG members voiced a preference for an NPA (normal rulemaking procedure) and requested reassessment of the consultation duration limited currently to one month. Others were concerned about the information channels to RAG and Industry (who should be an equal partner) the, traceability of comments in practise under this new accelerated approach for project deliverables and the likely increase in workload for NAA staff. It was also suggested to consult the SES Committee for the ATM issues involved.

The Agency assured it would present the project to Industry (SSCC) and draft a further paper clarifying the accelerated consultation process.

Conclusion: N/A

Action 17-1-2016: Agency to consult SES Committee on AWO pilot project

Action 18-1-2016: Agency to provide RAG and SSCC a paper clarifying the process for the AWO pilot project and a communication plan on information to stakeholders on project progress

Action 19-1-2016: Agency to provide RAG and the industry preparatory deliverables when available, e.g. RIA, cross-domain description of operations, cross-domain hazard hierarchy (envisaged for April and May)

Action 20-1-2016: Agency to provide more information on the focussed consultation phase for the next MAB meeting

14. AOB items

*Presented by: Swedish RAG member;
J.-M. Cluzeau*



The Swedish RAG member raised concerns about the fast-track procedure, mentioning the low efficiency gain if stakeholders are not consulted properly, a high burden for the authorities and a bit unclear as a process. The Agency assured that the fast-track would remain a case by case process and clarified that the possible candidate tasks will be identified in the RMP of the next programme cycle therefore, discussed with the RAG/MAB beforehand.

The Agency shortly informed the MS that the Safety Promotion Network would only be having its kick-off meeting in April/May due to organisational/resource issues.

Conclusion: N/A

Action: N/A

15. Planning of future meetings

Presented by: RAG secretariat

Conclusion: N/A

Action 21-1-2016: Agency to provide an updated version of Agency events calendar (related to Workshops and conferences) to RAG

16. Closing

Presented by: Chair

The meeting closed at 17.15h. The Chair thanked the attendees for a fruitful meeting.

List of actions from RAG meeting 1-2016 and previous (if needed):

Item	Action (What)	Person Responsible (Who)	Deadline (When)	Status (Optional)
2-2-2015	Better link SES committee to ATM tasks in programmes.	Agency	Report to the next meeting	Open. Needs to be introduced in the programming
3-2-2015	Include French remarks on RMT.0196, .0591, .0596 and .0678 in the draft RMP.	Agency	Before the MB meeting	Closed
1-1-2016	Provide comments on RMTs mentioned in AI 3-2-2015 in written form to Agency	FR RAG member	After the meeting	Closed.
2-1-2016	Consult WP 01 and provide further written comments via rules_programming@easa.europa.eu	RAG	26 February 2016	Closed. Consultation launched 17.02.2016
3-1-2016	Distribute WP 03 with track changes comprising comments from meeting as post-meeting document	Agency, SM2.1.	17 February 2016	Closed. Distributed as post-meeting document on 17.02.2016



4-1-2016	Consult WP 03 and provide further written comments via rules_programming@easa.europa.eu	RAG	26 February 2016	Closed. Consultation launched 17.02.2016
5-1-2016	Provide description of expected experience and nomination form in invitation to nominate MAB/TEB members/observers/alternates	Agency, SM.2.1	Beginning March	Closed. Provided as Annex 3 in ent in Invitation to nominate letter to Perm Reps on 8/03/2016
6-1-2016	Provide instructions on how to shut off notifications in CIRCABC as post-meeting document	Agency, SM.2.1	After the meeting	Closed. Instructions sent on 14.06.2016
7-1-2016	Provide global overview of groups/stakeholders involved in programming activities as post-meeting document	Agency, SM2.1.	After the meeting	Closed in IP 03 of the MAB 1-2016 meeting .
8-1-2016	Consult WP 02 and provide further written comments to Jean-Marc.Cluzeau@easa.europa.eu	RAG	9 March 2016	Closed. Consultation launched 17.02.2016
9-1-2016	Distribute v2 of IP01 with necessary references in footnotes as post-meeting document	Agency, SM2	After the meeting	Uploaded on CIRCABC on 17 February 2016
10-1-2016	Convey comments made at the meeting on IP 03 to the RAG New Business Models working group/EPAS Safety Action group	Agency	Before 25 February 2016	Closed. Information was passed to the RAG WG.
11-1-2016	Distribute all presentations held at meeting as post-meeting docs	Agency, SM2.1	17 February 2016	Closed. Distributed post-meeting docs on 17.02.2016
12-1-2016	Convey message of RAG relating to further assessment of mitigating measures to MEG meeting	Agency, FS.3	Before 18 April 2016	Closed. The MEG met on 18-19 April
13-1-2016	Consult IP 02 and provide further written comments to cristianionut.panait@easa.europa.eu if medical related or to daan.dousi@easa.europa.eu if operational or license related	RAG	1 March 2016	Closed. Consultation launched 17.02.2016
14-1-2016	Provide to RAG the concept paper on	Agency, FS.3	After the meeting	Closed. Distributed



	'Easier access of General Aviation (GA) pilots to instrument flight rules (IFR) flying' relating to language proficiency and the instrument rating as a post-meeting doc			as post-meeting doc on 17.02.2016
15-1-2016	Provide WP for next meeting on feedback comment.	German, Irish and French RAG members	For next meeting	Closed, on agenda of next meeting.
16-01-2016	Present its conclusion to the Advisory Bodies as mentioned in IP 04 'On the horizontal approach to an AR/OR-GEN'	Agency	Before end of 2016	Closed on agenda of next meeting.
17-1-2016	Consult SES committee on AWO pilot project	Agency		Open. To clarify if any ATM issues exist in order to consult SES committee.
18-1-2016	Provide RAG a paper (clarifying the process for the AWO pilot project and a communication plan on information to stakeholders on project progress	Agency	After the meeting	Closed. Distributed to MAB on 10 June
19-1-2016	Provide RAG and the industry preparatory deliverables when available, e.g. RIA, cross-domain description of operations, cross-domain hazard hierarchy (envisaged for April and May)	Agency		Open. Ongoing, see report for Action item 18-1-2016)
20-1-2016	Provide more information on the AWO focussed consultation phase for the next MAB meeting	Agency		Closed. In the paper closing action item 18-1-2016 sent on 10 June 2016.
21-1-2016	Provide an updated version of Agency events calendar (related to Workshops and conferences) to RAG	Agency		Closed. Sent on 10 June 2016.

