



## Summary of Conclusions

### RAG 1-2015 meeting

21 April 2015

Centre Albert Borschette, rue Froissard 36, 1040 Brussels

#### Organised by

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

#### Acronyms used:

a/c - aircraft  
ATM – Air Traffic Management  
CMA – Continuous Monitoring Approach  
EASAC – European Aviation Safety Advisory Committee  
EASA cmtee – EASA Committee  
EASP - European Aviation Safety Programme  
EASp – European Aviation Safety Plan  
ECAST – European Commercial Aviation Safety Team  
EGAST – European General Aviation Team  
HEST – European Helicopter Safety Team  
ESSI – European Strategic Safety Initiative  
EUROCAE – European Organisation for Civil Aviation Equipment  
FAB – Financial Advisory Board  
ICAO – International Civil Aviation Organisation  
KPIs – Key Performance Indicators  
MB – Management Board (EASA)  
MS – (EASA) Member States  
N- registered – registration in United States  
NBM – New Business Models  
OPS – Operations/operational  
RAG – Rulemaking Advisory Group  
SESAR JU – Single European Sky ATM Research Joint Undertaking  
TAG – Thematic Advisory Group  
ToR – Terms of Reference  
WG – Working Group  
WP – Work Programme

#### List of Participants

Attendees	Ms	Karin	<b>Puleo-Leodolter</b>	Ministry of Transport	<b>Austria</b>
	Mr	Marc	<b>De Smet</b>	Civil Aviation Authority	<b>Belgium</b>
	Ms	Eleonora	<b>Dobрева</b>	Civil Aviation Administration	<b>Bulgaria</b>
	Mr	Theo	<b>Rabenberg</b>	Transport Authority	<b>Denmark</b>



	Mr	Alfonso	<b>Arroyo</b>	Directorate General for Mobility and Transport, European Commission	<b>EC - DG MOVE</b>
	Ms	Susanna	<b>Metsälampi</b>	Transport Safety Agency	<b>Finland</b>
	Mr	Georges	<b>Thirion</b>	Direction Générale de l'Aviation Civile	<b>France</b>
	Dr	Erika	<b>Varga</b>	National Transport Authority - Aviation Authority	<b>Hungary</b>
	Ms	Kristín Helga	<b>Markúsdóttir</b>	Civil Aviation Administration	<b>Iceland</b>
	Mr	Brian	<b>Skehan</b>	Aviation Authority	<b>Ireland</b>
	Mr	Alessandro	<b>Cardi</b>	ENAC	<b>Italy</b>
	Ms	Anna	<b>Čudare</b>	Civil Aviation Agency	<b>Latvia</b>
	Mr	Bob	<b>Rieder</b>	Ministry of Infrastructure and Environment	<b>Netherlands</b>
	Ms	Nina Beate	<b>Vindvik</b>	Civil Aviation Authority	<b>Norway</b>
	Mr	Marcin	<b>Szczygieł</b>	Civil Aviation Office	<b>Poland</b>
	Mr	Rodica	<b>Cazanciuc</b>	Civil Aeronautical Authority	<b>Romania</b>
	Ms	Melita	<b>Pristov</b>	Ministry of Infrastructure and Spatial Planning	<b>Slovenia</b>
	Mr	José María	Ramírez Ciriza	AESA, Spanish Aviation Safety Agency	<b>Spain</b>
	Mr	Magnus	<b>Molitor</b>	Transport Agency	<b>Sweden</b>
	Mr	Padhraic	<b>Kelleher</b>	Civil Aviation Authority	<b>United Kingdom</b>
	Mr	Jürgen	<b>Stegmeir</b>	European Defence Agency	<b>EC - EDA</b>
	Ms	Astridur	<b>Scheving Thorsteinson</b>	EFTA surveillance authority	<b>EFTA</b>
	Mr	Mileta	<b>Nikolic</b>	Civil Aviation Agency	<b>Montenegro</b>



	Ms	Veti	<b>Gorgieska-Atanasoska</b>	Civil Aviation Agency	<b>F.Y.R.O.M</b>	
	Mr	Özcan	<b>Baçoğlu</b>	Min. of Transport, Directorate Gen. of Civil Aviation	<b>Turkey</b>	
Apologies	Mr	Victor	<b>Nath</b>	Civil Aviation Authority	<b>Czech Republic</b>	
	Mr	Dirk	<b>Sajonz</b>	Luftfahrt Bundesamt	<b>Germany</b>	
	Mr	Henrik	<b>Caduff</b>	Office of Economic Affairs	<b>Liechtenstein</b>	
	Ms	Aleksandra	<b>Potporević</b>	Civil Aviation Directorate	<b>Serbia</b>	
	Mr	Martin	<b>Němeček</b>	Civil Aviation Authority	<b>Slovak Republic</b>	
Further Participants	Mr	Franz	<b>Graser</b>	Austrocontrol	<b>Austria</b>	
	Mr	Marcel	<b>Kägi</b>	Federal Office of Civil Aviation	<b>Switzerland</b>	
	Ms	Francine	<b>Zimmermann</b>	Federal Office of Civil Aviation	<b>Switzerland</b>	
	Mr	Robbie	<b>Decoster</b>	Civil Aviation Authority	<b>Belgium</b>	
	Mr	Mads	<b>Eklund</b>	Transport Authority	<b>Denmark</b>	
	Ms	Dace	<b>Revisore</b>	Civil Aviation Agency	<b>Latvia</b>	
	Mr	Geneviève	<b>Molinier</b>	Direction Générale de l'Aviation Civile	<b>France</b>	
	Mr	Patrice	<b>Desvallées</b>	Direction Générale de l'Aviation Civile	<b>France</b>	
	Mr	Mark	<b>Chesnay</b>	Civil Aviation Authority	<b>United Kingdom</b>	
	Ms	Sarah	<b>Doherty</b>	Civil Aviation Authority	<b>United Kingdom</b>	
	Mr	Duncan	<b>Nicholls</b>	Civil Aviation Authority	<b>United Kingdom</b>	

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<b>MoM Distribution:</b>	<b>(Optional)</b>
All participants	

<b>MoM prepared by</b>	Kirsti Reinartz-Krott	<b>23 04 2015</b>	<b>Signature</b>
<b>MoM reviewed by</b>	Pierluca Satriano, John Vincent Luc Tytgat	<b>Date: till 28 04 2015</b>	<b>Signature</b>



## 1. Welcome and Introduction

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

The new RAG Chair introduced himself and welcomed the attendees to the first RAG meeting this year. He went on to remind the members about the key principles that are basis for RAG work:

- the RAG as a platform for communication and exchange of views its remit extended to Oversight, EASp and Safety Promotion, with rulemaking now being part of an overall strategy;
  - the RAG's composition, its pan-European dimension, thinking globally;
  - the upcoming review of the Basic Regulation;
- and the changes ahead due to the review of the rulemaking procedure.

## 2. Adoption of the agenda

Presented by: Chair

It was clarified that IP 11 (related to SESAR) was a RAG paper, that it would be deleted from the EASA cmtee April agenda, and possibly discussed again in July. This AOB item that had been missing in the previous version sent to RAG, was pointed out.

**Conclusion:** The Agenda was adopted as presented to the RAG at the meeting.

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

Presented by: Chair

The only open action item, 10-2-2014, was closed, as a presentation on the subject would be held by Mark Chesney, Chair of the RAG group on NBM during this meeting.

On **Action 4-1-2014**, for which an Agency paper had been released, the United Kingdom RAG member asked for further details on possible assistance by NAAs for the development of KPIs for the Reference Period 3 (ATM Performance scheme) and on the planning.

**Conclusion:** The minutes were agreed with the proposed changes.

**Action 1-1-2015:** Agency to give more visibility on ways to support the development of KPIs for Reference Period 3 and on the related planning.

**Action 2-1-2015:** Agency to distribute all presentations that were disclosed only at the meeting as post-meeting documents

## 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.

Following consultation of the RAG at its last meeting, the Agency explained that a preliminary paper on the revision of the consultative bodies was to be presented to the June MB meeting, and the new ToR would be adopted at the Dec. MB.

RAG members appreciated in general the extension of the role of the advisory bodies, in particular going beyond rulemaking and introducing strategic elements, but questioned whether the existing length and number of meetings would be sufficient for the new possible workload with extension of remit. They insisted that ToR should properly reflect the necessary tools and working arrangements, in particular timely arrival of working/information papers. Furthermore, members suggested RAG could also be presented with the EASp and improve collaboration at ICAO level. A good connection to Standardisation should also be assured. Pros and cons for the splitting of the FCL & OPS TAG were also discussed. It should also be clarified what happens to the existing groups that covered issues that will now be falling under RAG remit, such as EASAC.

**Conclusion:** Agency took note of all comments and will consider using them in the paper.

**Action 3-1-2015:** Action for Agency to set up a RAG WG after June to prepare/define ToRs.

## 5. New integrated Strategy and Programming activities

Presented by: Jean-Marc Cluzeau



The new top-down approach, from Strategy to Programmes and Activities was presented for information. The Agency explained that the EASA strategy would be consolidated by internal Directors' Strategic WS of 4 May, so that cross-directorate coordination/consensus is assured. RAG members recognised efforts. They agreed that the approach would change and RM action would be 'last resort'.

Several questions were raised:

-Link to FABs? Agency replied this was remit of MB.

-Will RAG cover technical issues and be 'last step' to solve controversial issues related to a particular Agency Opinion before EASA cmtee discussions? Agency stated this was originally the intent for RAG, and must be reinforced in the new ToRs.

-Who is in charge of EASp? Agency clarified that SM.2 Dept. is in charge of drafting Safety plans and programmes.

-Was RM process review part of the new strategy? Agency replied a review of the process is ongoing. As a preview, Impact Assessment would play key role to define the best possible stream of action (Rulemaking being the third option after Safety Promotion and focussed Oversight).

**Conclusion: N/A**

## 6. Programme 2016

Presented by Jean-Marc Cluzeau

Agency explained the novelties of the new programme (vision by driver, clustering by action area, introduction of program manager) and announced the launch of consultation with Advisory Bodies by end of April. The level of detail would increase compared to the past, in particular the specific objectives to be met by task will also be mentioned. Although not always clear cut, the key driver was identified for each RM task.

An Annex in the Programme would include all tasks deleted or put on hold and the reasons therefor.

RAG members commented that the presentation was clear and appreciated the good overview of programme content. In particular, the inclusion of EASp actions for reference in the RMP was appreciated.

Conclusion: N/A

**Action 4-1-2015:** United Kingdom RAG member to provide comments on WP 03 in writing following the meeting

**Action 5-1-2015:** Agency to present new approach on how it sees MS obligations on reporting on SSP to ICAO and those obligations resulting from EASp.

**Action 6-1-2015:** Agency to launch consultation of the new programme on 29 April for four weeks

## 7. Agenda Item – Horizontal Issues

Presented by: Chair

No feedback received before the meeting either from TAG secretaries or from MS. At the meeting the Swedish RAG member declared that he would submit several issues in writing.

Conclusion: N/A

**Action 7-1-2015:** Swedish RAG member to submit horizontal issues in writing.

## 8. Agenda Item – Feedback on Implementation of EASA rules

Presented by: Chair

No feedback received.

Conclusion:

**Action 8-1-2015:** Agency to include 'EASA' as Presenter in the agenda for the concerned feedback.

## 9. Updates and reports



### **ECAST, EGAST and EHEST reports and the future Safety Promotion cooperation**

*Presented by: John Vincent, Safety Promotion Programme manager*

Agency explained it was intention to revise role of Safety Promotion to a more significant player with a wider scope, making use of its low-cost high/efficiency and quality. A more structured WP for Safety Promotion will be established. Requested further NAA assistance for the translation quality check of Safety Promotion leaflets. The benefit of establishing an MS network on safety promotion was discussed and the principle was agreed upon. The benefit would be increased cooperation in that field and the possibility of sharing: information, best practices and safety promotion material. Agency added that filtering info also important (not too local...), pan-European coverage with the help of RAG, not excluding 3rd parties, intended. But Safety Promotion 'was on the map' and its governance will be described.

RAG members agreed with pros of a network, but were worried about its 'controllability'. Comparison with the Network of Analysts was made. Safety Promotion was effective to reach people, duplication of work should be avoided. They suggested increasing ESSI's profile to make their work more visible (more Safety Promotion on Agency website in general). Also, it was important that products need to fit the right audience (maybe expand products to APPs, gadgets, have EASA as a one stop shop', have some 'target group analysis' done. Some MS already have WS with others, what other initiatives have been made?

Translations of GA safety promotion leaflets were appreciated.

**Conclusion:** Positive reception by RAG.

**Action 9-1-2015:** Agency to prepare paper for ToR regarding possible networking activities.

**Action 10-1-2015:** Agency to continue translation of leaflets with help of NAAs for quality checks.

**Action 11-1-2015:** Agency to provide links to the current Safety Promotion Work Programmes.

**Action 12-1-2015:** Agency to look into possibility of having Safety Promotion more visible on its website.

Post Meeting Action 13-1-2015: MS to provide a point of contact for Safety Promotion work.

### **Safety Review of N-registered Aircraft Operations in Europe**

*Presented by Jean-Marc Cluzeau on behalf of John Franklin, Safety Analysis & Research Section Manager*

The Agency presentation responded to the original COM request for information on the subject. The result made clear that at least from the perspective of the available data the situation was under control.

Some RAG members were surprised at the rather positive results as regards safety levels compared to aircraft registered in EU MS. They remarked that it was difficult to get data for statistics of actual numbers and of profiles of pilots and a/c types and suggested to establish a common way to count/study the N-registered aircraft (e.g. through ATM services in the future).

**Conclusion:** N/A

**Action 14-1-2015:** Agency to take account of the RAG comments.

### **Update on 'Dangerous Goods'**

*Presented by Jean-Marc Cluzeau*

The Agency presented the new approach for Dangerous Goods in General Aviation, specifying that it relies on 2 pillars: responsibility and awareness of the GA pilot. Awareness should be triggered though safety promotion. The Agency would welcome a collaborative approach across MS. Following this the Dutch RAG member proposed to share related safety promotion material they have already developed for GA pilots.

**Conclusion:** N/A

**Action 15-1-2015:** Dutch RAG member to share promotional material given to 'A to A operators', with Agency

### **Status report on 'Infant Life Jackets'**



*Presented by Jean-Marc Cluzeau*

Agency explained that, due to lack of consensus, the fast-track procedure to amend the respective AMC had been abandoned, and now back in 'normal mode' with NPA and usual consultation.

#### **Status report on Cross Domain Safety Management Assessment tool**

*Presented by United Kingdom RAG member*

The presentation provided for by United Kingdom CAA and reported by the United Kingdom RAG member illustrated the objective of the group: establishes common methods for assessing SMS organisations, across domains and across Member States. The main changes in the final ToR highlighted:

- Work of group till 2016 Q2
- FAA invited (Chairman of Safety Management International Collaboration Group - SMICG) to help share the experience gained on both sides of the ocean and to allow some degree of mutual acceptance.

No changes to deliverables have been made.

Discussion in the RAG on inclusion or exclusion of 'ground handling' in task. It was decided to remove it from ToR, but, in case it would be impacted by rule implementation, it would be treated. Agency added that ECAST was working on this subject and that IATA material existed thereto. It was also suggested that the ToR should include 'apron management' in the reference list and cover all existing RM tasks on SMS implementation (such as MDM.055/.056).

**Conclusion:** RAG gave positive opinion on final ToR.

#### **New business models RAG working group**

*Presented by Jean-Marc Cluzeau, Mark Chesney*

Following the presentation provided by United Kingdom CAA and reported by the Agency, some of the WG (RAG) members gave their views on stimulating discussions (in particular about common oversight principles) of the group but at the same time aggressive timeline, so not all possible new or developing business models, especially in the field of training and airworthiness could be assessed. COM stressed that work was not quite done, and that change to BR might give option to adapt authorities work to the market development. RAG (AT) pointed out that NBM not only OPS issue but also Training and Maintenance org. so should also be addressed. Furthermore, not all BM are known, and those who develop them will not always share them. It was also stressed (NO) that some organisations might not recognise that data represent hazards, and not include in their SMS. Also discussion whether to use raw/hard or standardised data (NO, IR), that different reporting cultures exist and suggestion to increase cooperation for occurrence reporting and network of analysts.

It was suggested to use outcome of COM 'aviation package' questionnaire, running till June, for the work.

Agency suggested the WP of the group should include issues such as interoperability, definition of 'cooperative oversight' (link with AOC), lack of harmonisation in reporting, and if guidance material for SMS needed.

**Conclusion:** There was consensus to support recommendations for inclusion in the EASp and presentation to the MB in June, to approve ToR and to have group continue work, in particular explore other business models.

**Action 16-1-2015:** NBM WG to establish WP and planning in order to frame its future activities.

**Action 17-1-2015:** Agency to supply WG with list of experts (send to Jean-Marc Cluzeau). Preceded by Member States sending Jean-Marc Cluzeau names of experts wishing to join the group.

**Action 18-1-2015:** as regards Action item 10-2-2014: United Kingdom RAG member to share info on cooperation aviation group project (presented at this meeting) for further comments by RAG members.

**Action 19-1-2015:** WG to make use of outcome of Commission questionnaire (on Aviation package), which is open till June.



## 10. AOB

### **Fast-track approach:**

*Presented by Jean-Marc Cluzeau*

Concerns raised by the Swedish RAG member about the apparently more systematic use of the fast-track procedure in rulemaking, in particular in that it could affect proper consultation and consequently the quality of the deliverables. NAAs/consultative groups were not yet adapted to this working pace and are cautious. The Austrian RAG member also recommended the Agency make the process in question more transparent and formal.

The Agency clarified that the fast track procedure is used in order to reach an appropriate balance between efficiency and transparency. In any case, to reply to the French member on the requirements for applying fast track : two conditions are to be met:

- there is a pressure to deliver promptly;
- there is a broad consensus on the issue.

According to the Agency the revised Rulemaking Process will clarify the use and limits applicable to the fast track procedure.

**Action 20-1-2015:** Agency to consider including fast track in the RM process presentation/MB Decision on RM process.

### **Report from ICAO Art.83 bis task force**

*Presented by Finnish RAG member*

The Finnish RAG member presented the work of the task force. Not yet clear whether the results will be published in format of a 'circular' or a 'manual'. Objective is to facilitate registration of Art. 83 bis agreements. Report will go to Legal committee in Nov./Dec. 2015. Group will meet again in Sept.

(RAG) EASA cmtee members asked to put feedback on this issue on EASA cmtee July meeting agenda. Confirmed by COM.

### **Role of EASA during SESAR programme**

*Presented by the Chair*

Following Agency presentation, which stressed the need for EASA to play the role of the competent authority, discussion ensued about lack of consultation/coordination (in particular with National Supervisory Authorities platform which had started work on this issue), inaccuracy of the paper and short notice of the paper for this Agency initiative. Accountability of Deployment manager and Agency/ECTL competence/role were also questioned. Comments were received from Deputy Head of Single European Sky Unit of DG Move, Olivier Waldner, United Kingdom, Dutch, Swedish, French RAG members, and the European Defence Agency observer.

Agency explained that this was a paper to attempt to describe the situation shortly before deployment starts in order to raise awareness of MS. A first call for projects had been already launched and a second one is under preparation. The deployment manager had approached EASA to quickly conclude an arrangement for the organisation of the work to be achieved at Pan European level. The Deployment manager shall have to precise the conditions to access CEF (Connecting European Facilities) funding. The services which will be implemented shall be subject to the authorization by the CA and in some cases supported by EASA rules and/or EUROCAE standards. A comparison was made to Clean Sky for which product delivered by Industry never met Agency safety requirements.

Timeline: Proposal for first deployment will be sent to COM in June. Consultation to take place before this.

**Conclusion:** Proper consultation on the subject paper was intended and will follow, prior to Single Sky Committee (SSC) meeting in June and EASA Committee in July.



**Action 21-1-2015:** Agency to launch consultation for the paper submitted on EASA role during SESAR programme.

**Planning of Future meetings** – no comments

## 11. Closing

*Presented by:* Chair

The Chair thanked everyone for attending.

The meeting closed at 17:00 hrs.

Regarding the questionnaire distributed as a room document, 18 responses were collected at the end of the meeting. A big 'Thank you' to those who participated!

**The next RAG meeting will take place on 13 October 2015 in Brussels, preceding the EASA committee meeting.**

### List of actions:

Item	Action (What)	Person Responsible (Who)	Deadline (When)	Status (Optional)
<b>1-1-2015</b>	Give more visibility on ways to support the development of KPIs Reference Period 3 and on the related planning.	Agency	Report to the next meeting	Open.
<b>2-1-2015</b>	Distribute all presentations that were disclosed only at the meeting as post-meeting documents.	Agency	Following the meeting	Closed. Documents sent 27.04.2015
<b>3-1-2015</b>	Set up a RAG WG after June to prepare/define ToRs.	Agency	Following the June MB	Open.
<b>4-1-2015</b>	Provide comments on WP 03 in writing following the meeting	United Kingdom RAG member	Following the meeting	Open.
<b>5-1-2015</b>	Present new approach on how Agency sees MS obligations on reporting on SSP to ICAO and those obligations resulting from EASp.	Agency	Following the June MB	Open.
<b>6-1-2015</b>	Launch consultation of the new programme on 29 April for four weeks	Agency	29 April 2015	
<b>7-1-2015</b>	Submit horizontal issues in writing.	Swedish RAG member	Following the meeting	Open.
<b>8-1-2015</b>	Agency to include 'EASA' as Presenter in the agenda for the concerned 'Feedback...' Agenda item.	Agency	In next draft agenda	Open.
<b>9-1-2015</b>	Prepare paper for ToR regarding possible networking activities.	Agency	Following the meeting	Open.
<b>10-1-2015</b>	Continue translation of leaflets with help of NAAs for quality checks.	Agency	Continuous	Open.



<b>11-1-2015</b>	Provide links to the current Safety Promotion Work Programmes.	Agency	Following the meeting	Closed. Links sent on 27 April 2015
<b>12-1-2015</b>	Make Safety Promotion more visible on its website.	Agency	Following the meeting	Open.
Post Meeting Action <b>13-1-2015</b>	Provide a point of contact for Safety Promotion work	MS	Before June MB	Open
<b>14-1-2015</b>	Take account of the RAG comments (on safety review of N-registered aircraft).	Agency	Following the meeting	Open.
<b>15-1-2015</b>	Share promotional material given to 'A to A operators', with Agency	Dutch RAG member	Following the meeting	Open.
<b>16-1-2015</b>	Establish WP and planning in order to frame its future activities.	NBM WG	Following the meeting	Open.
<b>17-1-2015</b>	supply <b>WG</b> with list of experts (send to Jean-Marc Cluzeau). Preceded by Member States sending Jean-Marc Cluzeau names of experts wishing to join the group.	Agency and Member States	Following the meeting	Open.
<b>18-1-2015</b>	As regards Action item 10-2-2014: share info on cooperation aviation group project ( presented at this meeting) for further comments by RAG members.	United Kingdom RAG member	Following the meeting	Open.
<b>19-1-2015</b>	Make use of outcome of Commission questionnaire (on Aviation package) , which is open till June.	NBM WG	Following the meeting	Open.
<b>20-1-2015</b>	Consider including fast track in the RM process presentation/MB Decision on RM process.	Agency	Following the meeting	Open.
<b>21-1-2015</b>	Launch consultation for the paper submitted on EASA role during SESAR programme.	Agency	Following the meeting	Open.

