



European Aviation Safety Agency

MINUTES OF MEETING

Subject FCL & OPS Thematic Advisory Group (TAG) Meeting 2/2013

Date 10 October 2013

Organised by EASA Rulemaking Directorate

**10 October 2013
FCL & OPS TAG Meeting**

Attendees	Members	
	Franz Graser	Austria
	Damir Bezik	Croatia
	Maja Mihaljević	Croatia
	Jan Šikýř	Czech Republic
	Ole B. Lynggaard	Denmark
	Irina Petrova	European Commission
	Jukka Hirviranta	Finland
	Frantz Chout	France
	Páll S. Pálsson	Iceland
	Marco Silanos	Italy
	Jean-Claude Marbec	Luxembourg
	Matthieu Burgers	The Netherlands
	Vicentiu Dinu	Romania
	Melita Pristov	Slovenia
	José Luis Lozano Lozano	Spain
	Cliff Whittaker	United Kingdom
	Observers and Further Participants/Alternates	
	Leonard Boer	The Netherlands
	Marcel Kaegi	Switzerland
	Louis Teodoro	France
	Pearse McCran	Ireland
	M. Antonio Gonzalez Lopez	EDA
	Gregory Bowles	GAMA
	EASA	
	Jean-Marc Cluzeau	EASA
	Matthias Borgmeier	EASA
Daniela Defossar	EASA	
Annastasios Tziolas (in part)	EASA	
Jules Kneepkens (in part)	EASA	
Giulio De Crescenzo (in part)	EASA	
Cristina Prata	EASA	
Adina Szonyi	EASA	
Apologies		
Dirk Sajonz	Germany	
Vanda Orfánusová	Slovak Republic	
Heinz Marti	Switzerland	

	Topics for Discussion
01	Welcome and introduction
02	Adoption of the agenda Information paper: Agenda 10/10/2013
03	General Aviation Priorities List Consultation on the priorities to be assigned to the different tasks requested by General Aviation stakeholders Information paper (to be distributed as follow-up document and allow for feedback by 15 November)
04	4.1 Adoption of the minutes of the previous meeting 4.2 Review of actions Working paper: Minutes – FCL OPS TAG 20 June 2013
05	Highlights 4-year Rulemaking Programme (RMP) 5.1 Progress update on on-going FCL & OPS related rulemaking tasks from the Rulemaking Programme (RMP) 2013-2016 5.2 Information on the FCL & OPS related rulemaking tasks from the newly adopted Rulemaking Programme (RMP) 2014 – 2017 5.3 Preparations for the next Rulemaking Programme (RMP) 2015 - 2018 Information paper: Presentations (to be distributed as follow-up documents) Working paper: RMP 2014-2017 (as distributed to TAG via e-mail)
06	Technical issues 6.1 Technical FCL & OPS issues and examples 6.1.1 Update on Examiner Briefing Issues 6.2 Feedback on implementation of EASA rules
07	AOB 7.1 Planning of future meetings 7.2 Security Training (Amended by NL)

	Topics for Discussion
01	Welcome and introduction
<p>The meeting started at 9:38 and the Chair welcomed the attendees. Gregory Bowles (GAMA) and Athanassios Tziolas (EASA) joined the meeting and were welcome to present the Agenda Item 03 - General Aviation Priorities List.</p>	
Conclusion/Action:	N/A

02	Adoption of the agenda
<p>The Agenda was amended with regards two aspects:</p> <ul style="list-style-type: none"> - The order of Agenda Items was changed and it was agreed to start with the Agenda Item 03 - General Aviation Priorities List - The Netherlands amended the AOB list with Agenda Item 7.2 Security Training. 	
Conclusion/Action:	The Agenda was adopted with the recommended items order and the additional AOB item.

03	<p>General Aviation Priorities List</p> <p>Consultation on the priorities to be assigned to the different tasks requested by General Aviation stakeholders</p>
<p>Gregory Bowles (GAMA), Director - European Regulatory Affairs & Engineering, and Athanassios Tziolas (EASA), Head of Process Support and EASA General Aviation (GA) Project Manager introduced to the group the topic of General Aviation Priorities List.</p> <p>Athanassios Tziolas (EASA) informed the FCL & OPS TAG audience about the creation of the new sub-SSCC on GA in June, as decided during the restructuring/revision process of the SSCC(s) (Safety Standards Consultative Committee(s)), taking place during 2012 and finalized in the summer of 2013. The first two informal meetings of the new GA sub-SSCC took place in July and October, in Brussels. The first formal meeting of the new sub-SSCC is planned for 03 December 2013.</p> <p>He further informed that the first initiatives towards actions in the GA domain took place already in 2011 and following to that a Report on GA was endorsed by EASA MB. Based on this, the GA Strategy Paper was presented to the MB in December 2012 and the creation of the new GA sub-SSCC followed. Since its creation, the GA sub-SSCC came up with several proposals on key issues.</p> <p>Gregory Bowles (GAMA) informed that during the last GA sub-SSCC meeting on 04 October 2013, the GA sector identified key areas of interest and the respective related projects to these areas. The areas identified are Airworthiness, Flight Standards and Horizontal (Multi – Domain). Each area has several projects related, for Flight Standards those are: Oversight in Flight Training and Testing/Checking, Facilitation of International Air Sports and Tourism and Training and Testing Checking Processes. For the latter it has been said, for example, that in this particular case some requirements are too burdensome for GA, without necessarily improving safety.</p> <p>For the Horizontal aspect, Gregory Bowles (GAMA) said that an amendment of the Reg. 216/2008 (Basic Regulation) should be envisaged in order to better accommodate the needs of the GA sector. He further explained that GA aviation has a different level of risks and expectations than CAT sector, for example.</p> <p>He concluded that there should be a better balance between the approach to different kind of activities, according to the intrinsic specificities of these activities.</p> <p>[Post-meeting Note: Please refer to the follow-up document/presentation shared after the meeting: AI 3 - Regulation of General Aviation - TAG meetings 9 - 10 Oct 2013]</p>	

Athanassios Tziolas (EASA) explained that the Paper, initially announced to be distributed before the meeting, will be distributed as a follow-up document. FCL & OPS TAG group is asked to review it and provide comments or address questions. The purpose is that, based on the feedback received and on the best expertise from the MS, to be able to best implement the GA Roadmap.

As next steps, a report will be drafted and presented to EASA MB and then implementation will be scheduled.

The group further discussed about some punctual issues related to GA.

The Netherlands asked if there is already a definition of GA. Gregory Bowles (GAMA) replied that it is very challenging to define GA and a firm resolution has not been found yet, as GA is covering a very large spectrum of operations which are not typical. GA has also a different infrastructure and it requires a different set of rules. Therefore it is easier to define GA by excluding what is not covered by GA. Athanassios Tziolas (EASA) referring to this, further said, that it is very difficult to come up with a definition for such a diverse sector, which covers from high complex airplanes for BA everything to the smallest aircraft.

France asked whether - following these new items identified by the GA Roadmap - Part-NCC, Part-NCO and Part-SPO will be changed in the near future. Jean-Marc Cluzeau (EASA) replied that the Agency is now in a process of identifying the issues which could be changed and those which could not, but no final decision has been taken yet.

Austria asked what is the status of the planned amendment of the Basic Regulation. Irina Petrova (EC, DG MOVE) replied that the process has not been entirely defined and it is not mature yet. There is no definitive schedule available at the moment, but as a preliminary plan the work should start in the course of 2014. An important aspect to have in mind, she further explained, is that the Basic Regulation revision will not go through the usual committee procedure, therefore the MS should be aware that the process will take longer.

The Netherlands commented that one should keep in mind that the way forward should be performance-based regulation, so as easy and light as possible. Otherwise the danger is always that MS/industry will make use more and more often of the Article 14.

Iceland asked what exactly is envisaged for the Horizontal (Multi-Domain). Gregory Bowles (GAMA) replied that some rules could be improved for the small segment, lightest end of the GA sector.

The Netherlands expressed their support for this interesting project, which will probably also influence the planned competence-based training rulemaking task, and wished good luck and fruitful results for the project.

Athanassios Tziolas welcomed again the attendees to provide feedback on the GA Paper and the group agreed to set the deadline for commenting by 15 November 2013.

[Post-meeting Note: Please refer to the GA Paper shared as a follow-up document via e-mail on 04/11/2013. **The new deadline for feedback is 22 November 2013**].

Conclusion/Action:

2013-02-01 Agency to share the GA Paper with TAG for feedback.

2013-02-02 FCL & OPS TAG to provide comments by 15 November.

04	<p>4.1 Adoption of the minutes of the previous meeting</p> <p>4.2 Review of actions</p> <p>Working paper: Minutes – FCL OPS TAG 20 June 2013</p>
<p>4.1 Adoption of the minutes of the previous meeting</p> <p>The Minutes of the last Meeting (MoMs) were consulted page by page and the Chair asked for comments or amendments.</p> <p>With regards the Article 14 Reg. 216/2008, Denmark asked whether there is already a plan to publish the Agency’s Recommendations to MS exemption/derogations notifications or not.</p> <p>Mathias Borgmeier (EASA) clarified that new developments on the Art. 14 handling of notifications are expected to be decided at the upcoming EASA Committee, which will take place during 16 – 18 October.</p> <p>He further said that there was no final decision taken yet with regards the means of publication, whether it will be on the Agency’s website, CIRCA BC or maybe via e-mail to all MS (for the positive recommendations, only).</p> <p>The Netherlands specified that the access to the recommendations should be given to everybody: NAAs, industry, public, because this is a matter that affects everybody.</p> <p>Matthias Borgmeier (EASA) said one should be careful with the issues that are still in-the-process, as it could create a lot of confusion/discussions. As regards the Article 14(6) EC Decisions, he further announced that those are already available on European Commissions’ website.</p> <p>The Netherlands said it is still not clear for everybody where to search for these decisions or for the Agency’s recommendations, whether it is EC or EASA website.</p> <p>No further comments/topics for discussions were raised. The Minutes (MoMs) were adopted without further amendments.</p> <p>4.2 Review of actions</p> <p>The Actions items list was reviewed and amendments were made. The updated Action items list is at the end of this document.</p>	
Conclusion/Action:	<p>The MoMs from last meeting were adopted.</p> <p>The actions items list was updated and amended (see end of the document).</p>

05	<p>Highlights 4-year Rulemaking Programme (RMP)</p> <p>5.1 Progress update on on-going FCL & OPS related rulemaking tasks from the Rulemaking Programme (RMP) 2013-2016</p> <p>5.2 Information on the FCL & OPS related rulemaking tasks from the newly adopted Rulemaking Programme (RMP) 2014 – 2017</p>
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5.3 Preparations for the next Rulemaking Programme (RMP) 2015 - 2018

Information paper: Presentation (to be distributed as follow-up documents)

Working paper: RMP 2014-2017 (as distributed to TAG via e-mail)

5.1 Progress update on on-going FCL & OPS related rulemaking tasks from the Rulemaking Programme (RMP) 2013-2016

Jean-Marc Cluzeau (EASA) gave a presentation on the update of the present RMP 2013 - 2016. He announced to the audience the adoption of the EC Proposal on FTL by the Plenary of the EP (European Parliament) and provided further background information on the FTL process within the EP. He further announced that the European Commission's Regulation on FTL will be published by the end of 2013 or early 2014 the latest.

He also explained that the Agency is tasked to monitor the implementation of this Regulation for 3 years from the implementation date and to collect, analyse and identify the areas where further improvements will be needed. The Agency has 2 years (the duration of the transition phase) to put in place this process.

Jean-Marc further briefed the audience on the implementation process of the Aircrew and Air OPS Regulations. He informed about the publication of the Reg.(EU) No 800/2013 for non-commercial operations (amending Reg.(EU) No 965/2012 on commercial operations) and also the publication of the associated Agency's Decisions. Irina Petrova (EC, DG MOVE) further clarified on this point that around 6 or 7 opt-outs from the MS have been already received. It is expected that all MS will notify an opt-out for the maximum length foreseen by this Regulation.

Daniela Defossar (EASA) referred to the transition for CAT operations and said that so far MS did not send much feedback and did not ask for many clarifications. This silence could be interpreted as a good sign, however it could be also seen as a "silence before a storm". To avoid last minute issues as much as possible, she urged the group to further disseminate the information that EASA is awaiting feedback from authorities on implementation difficulties and the Agency is willing to provide more assistance to MS via Rulemaking - Standardisation coordinated actions.

She concluded that Article 14 - as way of exemptions/derogations to the rules - should not be seen as a way forward after the implementation of Regulation 965/2012. This is in line with the Commissions paper on Article 14, as presented in the EASA Committee.

Iceland asked if the planned workshop organised by Standardisation is still in place and if it will take place as planned. Daniela Defossar (EASA) replied that the assessment of management systems is a topic to be addressed in one of the next S meetings, however the Agency still awaits some other further proposals for the topics to be raised by the MS.

With regards the Part-SPO, which was positively voted by the EASA Committee in July 2013, Irina Petrova (EC, DG MOVE) specified that the package was not sent yet to scrutiny with EP and Council and that there is no concrete date that could be announced.

On the future management of the ECQB, Denmark asked if this will be done by EASA. Matthias Borgmeier (EASA) clarified that the Agency is not in a position to be able to continue to manage the ECQB if the goal is to address the identified shortcomings and problems.

He further explained that during the NAA Partnership meeting the possible options were presented and namely collaboration with France, the Netherlands and the United Kingdom. The former ED of EASA, Patrick Goudou, has created a taskforce to assess the possible options. The preferred option resulted to be a system developed by UK CAA which will be financed by all MS.

At the moment, as Matthias Borgmeier further explained, the draft contract or memorandum of understanding between EASA, UK CAA and the MS is under revision with the Agency's Legal Department. The next Partnership meeting is planned for 27 November. If during this meeting an agreement is reached, the plan is that the proposal will be presented to the Management Board in order to reach a final agreement. The principle is that the Agency will be holding the Database and UK CAA will be doing the maintenance work. This work involves a software and experts to be paid and will allow MS to nominate experts for the development of questions. These experts will be paid for their contribution.

Denmark asked if the Database will be updated with the Learning Objectives (LOs). Matthias Borgmeier (EASA) confirmed that a close link with the group reviewing the LOs will be established. He also clarified that the ECQB has to be implemented. If the ECQB will not be used, it would mean that the MS is not compliant with the rules.

With regards the LOs (Learning Objectives), he further explained that the task dealing with this is already included and planned in the next RMP 2014 – 2017, in addition to the review already completed with task FCL.002. The steering group foreseen to be set up under the future management system of the ECQB and chaired by EASA will be tasked to close the loop with EASA's latest rules and the developments on this issue.

The Netherlands raised the issues of the ECQB payment and stressed the fact that considerable efforts were made in this direction already during the JAA times.

Matthias Borgmeier (EASA) agreed with this point and further clarified that this was also the reason behind it was decided to take the old database from the JAA times and to carry on with it to be further developed and improved. The purpose of today's actions is to set up a tool (software) which will be able to improve and also better maintain the database. Unfortunately this cannot be done only with EASA's resources, as the Agency cannot dedicate to this the sufficient manpower, not to mention the financial resources. If the proposed solution will be agreed in the next Partnership meeting, the plan is also to update the questions in the databank and to develop more than 2000 new questions every year.

The Netherlands said that the financial burden will be big not only for the MS, but candidates/industry should be charged. It will get more and more costlier and this will be a problem for the entire community.

Matthias Borgmeier (EASA) agreed, but he said that the existing status of the ECQB is no solution to continue for the next 4 – 5 years to go, despite the envisaged costs.

It was also further specified that the payment will go mainly to UK CAA, the entity tasked with the maintenance of the database. At the moment, there are many issues still open for discussions in the draft contract, such as proportionality of payments between MS, etc.

At the end of the presentation, UK asked if there are any news on the issue of the gyroplanes planned to be used commercially.

Matthias Borgmeier (EASA) replied that there was already a meeting with gyroplanes manufacturers. Also the RMT on gyroplanes is included in the RMP 2014 – 2017, but it is leveraged with the Agency's priorities, therefore it is scheduled to start only 2016.

It could be that the first gyroplanes will be flying commercially in 2016. In this case, and if no resources are available for the related rulemaking task, the issue could be tackled via Article 14 Reg. 216/2008. Some MS had national rules in place.

There is a similar situation also for the tilt rotor aircraft. The Netherlands signalled that there is a big pressure from the industry concerning the gyroplanes and the Agency should have this issue in mind.

Croatia asked if there will be a Regulation for UAS/UAV operators.

Daniela Defossar (EASA) replied that work started with the industry already, the focus is on ERs. Also, it is kept in view to extend Agency's scope for the UASs/UAVs to go to 150 kg and below. It is an on-going process, ToR should be published soon and it will be consulted with TAG/SSCC.

She also mentioned the JARUS project, initiated by The Netherlands, and open for everyone's participation. They are developing requirements for FCL, OPS and A/W,. ICAO just started to work on UAS OPS too.

It was also discussed to exclude from the UAS/UAV those used in recreational purposes.

[Post-meeting Note: The ToR for RMT.0229/.0230 - RPAS further regulation - is rescheduled to 2014. The ToR for RMT.0235 - RPAS remotely piloted aircraft systems - is also planned for 2014 Q2].

Italy asked why are the UAVs/UASs under the tasks of Product Safety Department, as the scope is also related to Flight Standards?

Jean-Marc Cluzeau (EASA) replied that this is a horizontal task, therefore it requires a multidisciplinary approach: the project management of this task is under Product Safety Department, but the work for this task is covered also by Flight Standards and Aerodromes/Air Traffic Management Rulemaking Officers.

5.2 Information on the FCL & OPS related rulemaking tasks from the newly adopted Rulemaking Programme (RMP) 2014 – 2017

The FS RMP 2014 – 2017 was displayed and the audience was asked to raise comments and provide feedback on their points of interest. The tasks were presented one by one and emphasis was given to those planned to start in 2014 and 2015.

Luxembourg asked why the task RMT.0336/.0337 has the title "Commercial air transportation with certain Annex II aircraft" and what is it meant by "certain" Annex II aircraft.

Jean-Marc Cluzeau (EASA) replied that it refers mainly to the historic aircraft, military aircraft or replicas of those 2. Daniela Defossar (EASA) said that the description of the task will be amended to state which Annex II aircraft are concerned.

No further comments were made to specific tasks.

The Netherlands stated that the bulk of planned rules is very big and that there is always the risk to overregulate in these circumstances. Furthermore, it would be better to have less IRs and more AMCs & GMs. If this is not kept in mind and good balanced, the risk is to end up with an overload of Article 14 Reg. 216/2008 notifications from the MS.

Jean – Marc Cluzeau (EASA) said he completely agrees with this approach, however to strike the right balance is the most difficult to achieve, as the interests of stakeholders and the variety of stakeholders are so big. The future trend seems to be already to reduce regulations.

Italy asked if for the FTL domain, the single – pilot task for helicopters will go forward and Jean-Marc Cluzeau (EASA) replied affirmative.

5.3 Preparations for the next Rulemaking Programme (RMP) 2015 - 2018

Jean – Marc Cluzeau (EASA) gave a presentation on the role of TAG during the rulemaking process.

France asked how a new proposal for a new RMT should be notified to EASA by a MS.

Jean-Marc Cluzeau (EASA) replied that the Agency has a formalised procedure for this, all details for this procedure and the special form to be filled in are published on EASA website. This can be re-sent via e-mail to the interested parties.

[Post-meeting Note: All presentations already have been shared with FCL & OPS TAG, as follow – up documents (please see e-mail sent on 10 October, after the meeting)].

Conclusion/Action:	N/A
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06	<p>Technical issues</p> <p>6.1 Technical FCL & OPS issues and examples</p> <p style="padding-left: 40px;">6.1.1 Update on Examiner Briefing Issues</p> <p>6.2 Feedback on implementation of EASA rules</p>
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6.1 Technical FCL & OPS issues and examples

6.1.1 Update on Examiner Briefing Issues

Matthias Borgmeier (EASA) informed TAG members on the workshop on Examiner Briefing which took place on 30 July in Cologne. The initiative for this workshop came during the first joint TAG – SSCC meeting on FCL issues, in June 2013. The discussions resulted in a proposal to amend FCL.1015, FCL.1030 and ARA.FCL.210.

FCL.1015, FCL.1030 and ARA.FCL.210 were displayed in track changes and clarifications were provided on the amendments made and on the justifications for these amendments.

All participants agreed with the amendments made and expressed their hope that the text will be positively voted at the EASA Committee.

6.2 Feedback on implementation of EASA rules

The Chair gave the floor to the TAG Members and Observers to raise their issues and provide feedback or exchange ideas on the implementation of EASA rules.

The Netherlands raised the point on the transition periods.

Jean-Marc Cluzeau (EASA) replied that the deadlines and the periods for transitions are given and not negotiable, what one can do best is to foresee and plan ahead as thoroughly as possible.

UK asked, referring to ATOs, what would mean for ATOs to be compliant with the rules. The representative further specified that the pilot training courses will be defined in OSD, which is an upcoming Regulation, still not published yet and with a different future date for implementation than the already published regulations. If compliant with Part-ORA would mean by 2014, compliant with OSD would mean theoretically by 2017, at the earliest. How to deal with these variations of transition periods?

Jean-Marc Cluzeau (EASA) replied that the Agency is aware of the number of combinations for the implementations date. This was the result of the need of having the new rules divided in several packages for development and adoption. He also added that it is anyway a fact of life that during transition, not all elements of the new regulatory system can implemented at the same time.

Austria and the Netherlands agreed and recommended that in such a situation there is no alternative, but to comply with the rules available already and await until OSD will also be in place.

The Netherlands asked what is the situation of the conversion report. Should the MS await Agency's reply on their already submitted reports?

Jean-Marc Cluzeau (EASA) clarified that it is not mandatory for the MS to await for feedback from EASA, although for practical reason it may be advisable.

Matthias Borgmeier (EASA) further explained on the process: there is a functional mailbox for the conversion reports. Once the report is received via this e-mail, the report is assessed during the next two weeks. In general, 4 weeks should be enough for the Agency to assess and give feedback on the report.

Austria asked France how France is dealing with the changes on AMCs & GMs regarding Part - ARO and Part - ORO, proposed by Georges Thirion (France) during the consultation for the Decision on Part-SPO. France further explained that the authorisation regime in Part-SPO should be lighter, as the safety objective is not the same as for CAT and therefore the oversight window is not proportionate and not based on good arguments.

There were no further discussions for this Agenda Item.

Conclusion/Action:	N/A
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07	AOB 7.1 Planning of future meetings 7.2 Security Training (Amended by NL)
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7.1 Planning of future meetings

The Chair announced that provisional date for the next FCL & OPS TAG meeting is planned for 19 June. Further information will be shared with the group as soon as it will be available.

7.2 Security Training (Amended by NL)

The Netherlands asked whether the requirements on security are transferred in the 300/2008 Regulation.

Daniela Defossar (EASA) explained that the Agency will discuss this further with the Commission. If not addressed, this is an ICAO non-compliance.

Regarding the implementation, United Kingdom asked if take-offs and landings following simulator course and skill test must be done, according to EASA, with an ATO and is requiring an ATO approval. He further explained that in practice this is not the case in the UK, Denmark or Switzerland. There, instructors who are TRIs are accepted to perform those examinations. Consequently, EASA rules - or EASA interpretation of the rule - are a significant change to the practice in the past. Will EASA publish this interpretation of this rule?

Matthias Borgmeier (EASA) clarified that there will be no publication for the interpretation of this rule. The Agency has in mind to tackle and clarify this on the website via an FAQ. This has been already discussed and agreed with the MS, but the Agency was not able to do this yet due to the resource limitations and workload.

Denmark further asked for clarifications, asking if the ATOs are responsible for the base training - according to EASA interpretation.

Matthias Borgmeier (EASA) replied that yes, ATO issues a certificate for this element of the training, then another ATO takes it over.

Giulio de Crescenzo (EASA) further clarified that this is the interpretation and the conclusion following the Standardisation meeting. This is the only solution considering the rules in place. The Agency is seeking for some alternatives, but this is an issue that is being discussed and tackled for the past 3 – 4 years. The Netherlands further stated that not every AOC holder is an ATO.

France raised the issue of the lack of harmonisation on the language proficiency. Giulio de Crescenzo (EASA) replied that there is no element in the rules on this specific issue of acceptance of the language proficiency assessment completed in another MS and each MS has in the end the right to decide on an acceptance or refusal.

Matthias Borgmeier (EASA) said that when a licence is transferred, the language proficiency is automatically accepted because it was done by the previous state. The way forward should be to collect feedback and to find a common way forward in order to allow a harmonised approach and the acceptance of other MSs certificates.

Giulio de Crescenzo (EASA) said that in the end, the problem lies with the language certificate and not with the licence.

The Netherlands stated that it is absurd not to accept the certificate, since this is the base for the license. Licences should be accepted entirely, certificate including.

The meeting closed at 14:38.

Conclusion/Action:	N/A
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Schedule of the next meeting	Date: 19 June 2013, Location: TBD	
Prepared by	Cristina Prata	18/10/2013
Reviewed by	Jean-Marc Cluzeau and R.3 HoS	04/11/2013

Action table					
Action	What	Who	When	Status	Comments
2012-01-01	Update on Circa's AGNA website access	Agency	Prior to Next Meeting	O	The Agency is currently deciding on the IT platform to use (main candidates are CIRCA and YAMMER). A working group composed by some RAG and some SSCC members will be testing the new platform before it will be officially implemented. Oct. 2013 status: on-going, still open
2012-01-02	Create an internet email account where NAA can send their altMoC	Agency	Prior to Next Meeting	C	The account has been created: AltMOC@easa.europa.eu Oct. 2013: closed
2012-01-03	Clarify the respective roles of TAG and FCL Partnership meetings	Agency	Prior to Next Meeting	C	Closed
2012-01-04	Operations specialists to consider whether an Operations Partnership Group should be formed	Member States	Prior to Next Meeting	O	MS should send to EASA possible topics to be discussed at an OPS meeting. Oct. 2013 status: awaiting MS and Industry feedback. Next Standardization meeting planned for 04 Dec.2013 Thematic workshops: assessment of SMSs Conclusion: on-going, still open
2012-01-05	MS to provide comments on IP 03 by 10 October the latest	Member States	10 October 2012	C	Closed
2012-01-06	Prepare List of Status of compliance with ICAO SARPS	Agency	t.b.d.	O	EASA is currently working with European National Continuous Monitoring Coordinators to establish guidance material on how

					<p>to complete ICAO Compliance Checklists. The task has been made difficult because ICAO guidance on what constitutes a difference is lacking and there are differences of opinion. Anyway, we have fairly clear guidance for the Compliance Checklists and a few EASA Departments will be completing these over the coming months. Once completed, MSs NCMCs will be consulted.</p> <p>Oct. 2013 status: ICAO to provide a definition on what constitutes a difference.</p> <p>A SL in July, feedback provided. Process led by ICAO too long for EASA.</p> <p>At the EASA level: policy should be ready by Oct.2014</p> <p>Conclusion: on-going.</p>
2013-01-01	MS are asked to provide EASA DG expert with MS focal points on Dangerous Goods	Member States	t.b.d.	C	Oct. 2013 status: ICAO published a list, EASA will use this list. Closed.
2013-01-02	Deadline regarding comments on the Rulemaking Task regarding the update of Part-ARO and Part-ORO extended to 31st of July	Member States	31 July 2013	C	Closed.
2013-01-03	Deadline regarding comments on CAT at night or in IMC using single engine aeroplane extended to 12th of July	Member States	12 July 2013	C	Closed.
2013-02-01	Agency to share the GA Paper with TAG for feedback.	Agency	tbd	O	Open
2013-02-02	FCL & OPS TAG to provide comments to the GA Paper by 15 November	Member States	15 November 2013	O	Open