



**CONSEIL DE
L'UNION EUROPÉENNE**

Brussels, 9 November 2011

16574/11

**AVIATION 245
RELEX 1156
USA 70**

NOTE

From : Council Secretariat
To : Delegations

Subject : Agreement between the United States of America and the European Union on
cooperation in the regulation of civil aviation safety
– Agreed minutes and rules of procedure of the Bilateral Oversight Board

The meeting of the Bilateral Oversight Board (BOB) established by the above Agreement took place on 30 June 2011. Delegations will find attached the agreed minutes of the above meeting and a record of other decisions taken by the BOB, including the text of its adopted rules of procedure.

**BILATERAL OVERSIGHT BOARD
FOR THE AGREEMENT
BETWEEN
THE UNITED STATES OF AMERICA
AND THE EUROPEAN UNION
ON COOPERATION IN THE REGULATION
OF CIVIL AVIATION SAFETY

AGREED MEETING MINUTES
for 30 JUNE 2011**

Following the entry into force of the Agreement between the United States of America (“U.S.”) and the European Union (“EU”) on Cooperation in the Regulation of Civil Aviation Safety ("the Agreement"), representatives of the Parties met in the Bilateral Oversight Board (“Board”), established under Article 3 of the Agreement, on 30 June 2011.

This first meeting of the Board, hosted by the EU, took place via video conference between Brussels, Belgium and Washington, DC, United States.

The list of participants in the meeting is set out in Attachment 1 to these minutes. The agenda of the meeting is set out in Attachment 2.

In accordance with the provisions of Article 3 of the Agreement, the Board meeting was co-chaired by the U.S. Federal Aviation Administration (FAA) represented by Ms. Margaret (Peggy) Gilligan, FAA Associate Administrator for Aviation Safety, and by the European Commission (EC) represented by Mr. Matthew Baldwin, Director for Air Transport in the Directorate General for Mobility and Transport of the EC.

Following a welcome introduction by the co-Chairs and Mr. Patrick Goudou, Executive Director of the European Aviation Safety Agency ("EASA"), the agenda of the meeting was reviewed and agreed.

Adoption of Internal Governing Procedures

The co-Chairs adopted the jointly prepared Internal Governing Procedures of the Board. The Internal Governing Procedures are set out in Attachment 3.

Report from Certification Oversight Board (COB)

With regard to the functioning of Annex 1 (Airworthiness and Environmental Certification) to the Agreement, the Board invited the co-Chairs of the COB, Dr. Norbert Lohl, EASA Director for Certification, and Mr. Frank Paskiewicz, FAA Deputy Director, Aircraft Certification Service, to report on the status of implementation of Annex 1 and the status of the Technical Implementation Procedures (TIP), as well as to present an outline of any possible future amendments to that Annex based on ongoing discussions in the COB.

Dr. Norbert Lohl, representing the co-Chairs, gave the joint EASA/FAA report from the COB, which included the following subjects:

a) Status of Implementation of Annex 1

The first COB was held on 5 May 2011 by video conference. The first official act of the COB was to adopt the TIP, which includes Rules of Procedures for the COB. FAA and EASA have published the approved TIP on their websites.

On-line training for the new agreement is underway for FAA and EASA staff. It will soon be available to industry and Member States. Three different sessions were held on the Agreement at the recent Europe/U.S. International Aviation Safety Conference in Vienna (June 2011). More outreach workshops may be planned should the need arise.

b) Status of the Technical Implementation Procedures

The COB has agreed on a schedule of TIP changes over the next two years: the 1st revision is expected by the end of 2011 and will mainly focus on lessons learned from on-going projects and training feedback plus improved text in the field of environmental certification. The 2nd revision in 2012 should be based on recommendations by the Validation Implementation Team (VIT), including transition to a more risk-based validation concept instead of the current differences-based principles; coordinating sequencing of concurrent validation projects; and performance measures. The tentative date of the next COB meeting is October 18/19, 2011.

The working agreement addressing CFM International's multi-national design and production arrangement will also be appended to the TIP at the next revision.

c) Modifications to Annex 1

Based on the presentations from the co-Chairs of the COB and their recommendations resulting from a review of Annex 1 to the Agreement, the Board reviewed Annex 1 and, in accordance with Articles 3. C 2) and 19.B of the Agreement, decided to effect the following modifications to Annex 1:

1. Replace the year reference "2008" with "2012" wherever such reference to the Export Certificate of Airworthiness occurs in the Appendix to Annex 1, and
2. Replace "FAA Form 8130-4, Export Certificate of Airworthiness" with "FAA Form 8130-3, Authorized Release Certificate" in the Appendix to Annex 1 list specifying the FAA products and associated export documentation accepted for import into the EU for new and rebuilt engines, and propellers.

The Board decided that the relevant decision (Decision 0001) would become applicable as of 30 June 2011. Decision 0001 of the Board is set out in Attachment 4 to these meeting minutes.

d) Possible Future Amendments to Annex 1

With regard to future work in the area of certification, the COB is working on new procedures to allow U.S. type certificate holders to provide “flight conditions” for EU operators of U.S. State of Design aircraft for the purpose of applying for a “permit to fly.” The COB anticipates a proposal will be presented to the Board later this year.

The COB has received feedback from EU Member States that improvements are needed regarding FAA acceptance of EASA supplemental type certificates (STCs). This was briefly discussed during the Europe/U.S. International Aviation Safety Conference in Vienna, and the COB plans to consider the issue at its next meeting in October 2011 in Washington, DC.

The Board co-Chairs concurred on the importance of providing the COB with clear guidance for the prioritization of issues and future activities. The EU co-Chair referred to discussions held on this matter during the Europe/U.S. International Aviation Safety Conference and stated that the acceptance by the FAA of STCs issued for products manufactured in all Member States should be examined by the COB as a priority for implementation under Annex 1. The U.S. co-Chair agreed to support the efforts by the COB to reach this goal. The co-Chairs invited the COB to pursue further its work and to report to the Board at its next meeting.

Report from Joint Maintenance Coordination Board (JMCB)

With regard to the functioning of Annex 2 (Maintenance) to the Agreement, the Board invited the co-Chairs of the JMCB, Messrs. Francesco Banal, EASA Director for Standardisation and Approvals and John Allen, FAA Director, Flight Standards Service, to report on the status of implementation of Annex 2, and the status of the Maintenance Guidance Material, as well as to present an outline of any possible future amendments to that Annex based on ongoing discussions in the JMCB.

The co-Chairs of the JMCB made brief presentations on the following subjects:

a) Status of Implementation of Annex 2

The co-Chairs of the JMCB indicated that FAA and EASA technical maintenance staffs worked closely to be sure that they would be prepared to act quickly once the Agreement and the Annex 2 entered into force on 1 May 2011. As a result, implementation of Annex 2 has gone very well.

b) Status of the Maintenance Annex Guidance

The first JMCB meeting was conducted on 3 May 2011 by video conference. The Maintenance Annex Guidance (MAG) was adopted at the meeting.

The JMCB recognized the importance of making the document available to applicants and national Aviation Authorities (AA) in a timely manner. As a result, each party posted the approved document on its web site shortly after it was signed. They also posted “frequently asked questions” to their web sites.

The JMCB indicated that the next priority is to get the FAA, EASA and AA workforces up to speed on the new processes contained in the Agreement and its supporting documents. Web-based training has been developed for this purpose.

c) Status of Repair Stations' Oversight Transition Efforts

This has been an item of key importance to EASA and the FAA. There are approximately 470 FAA-certificated repair stations in EU Member States and 1200 EASA-certificated repair stations in the United States. Under the terms of the Agreement, the transfer/transition of their oversight must be completed by May 2013.

Working together, the FAA and EASA have developed a detailed project management plan outlining the implementation. A key element of the plan is mandatory training on the Agreement. All FAA, EASA and AA personnel are required to complete the web-based training by October 2011. It will be available to industry in the July/August 2011 timeframe.

To supplement this training, the FAA and EASA will jointly conduct a series of workshops in Europe and in the United States. The European workshops will be in London and Cologne; the tentative date is the last week of August 2011. The workshops in the U.S. will be held in Miami, Los Angeles, and Baltimore. They will be completed by October 2011.

FAA and EASA have discussed the transfer plan for those Member States subject to transfer provisions. It was agreed that the repair station's approval renewal date is the driving criteria with the possibility to adapt to specific situations.

In the case of the Member States subject to transition provisions (France, Germany and Ireland), the FAA is drafting a transition matrix in conjunction with EASA and the Member State Aviation Authorities.

d) Modifications to Annex 2

Based on the presentations from the co-Chairs of the JMCB and their recommendations resulting from a review of Annex 2 to the Agreement, the Board reviewed Annex 2 and, in accordance with Articles 3. C 2) and 19.B of the Agreement, decided to effect the following modifications to that Annex:

1. Delete the FAA special condition applicable to EU-based Approved Maintenance Organizations (AMOs) defined in Appendix 1, 2.1.1(b)(viii) of Annex 2 ("Procedures for submitting quarterly utilization reports to the FAA identifying the top 10 contractors/subcontractors (outsource Maintenance providers)."),

2. Add the Aviation Authority of Romania to the list of Aviation Authorities of the EU Member States considered qualified for the purposes of Appendix 2 of Annex 2, and
3. Replace the reference to “Article 9(2) of Regulation (EC) 1592/2002” in Appendix 4 of Annex 2 with “Article 12(2) of Regulation (EC) 216/2008.”

The Board decided that the relevant decision (Decision 0002) would become applicable as of 30 June 2011. Decision 0002 of the Board is set out in Attachment 5 to these meeting minutes.

e) Possible Future Amendments to Annex 2

With regard to future work in the area of maintenance, the co-Chairs concurred on the importance to provide the JMCB with clear guidance for prioritization of issues and future activities. They also concurred on the need to maintain a high level of confidence in each other's system through joint inspections, when appropriate, as provided by Article 8 of the Agreement. The U.S. co-Chair confirmed FAA plans to participate in two inspections in Sweden (September 2011) and the Czech Republic (October 2011). The EU co-Chair stated that it is a priority for all remaining EU Member States to be included in the list of authorities to which Annex 2 applies. The EU co-Chair also informed the meeting of the JMCB plan to draft a proposed amendment to the text of Annex 2 in order to extend the benefit of the Agreement to line stations based outside of the territories of the Parties, if the maintenance facilities to which the line stations belong are based in the U.S. or in one of the EU Member States listed in Appendix 2 to Annex 2. The U.S. co-Chair agreed to support the efforts by the JMCB to reach this goal. The co-Chairs invited the JMCB to pursue further its work and to present any proposals for further modification to Annex 2 at the next meeting of the Board.

f) Status of U. S. Transportation Security Administration (TSA) Regulation

Regarding the TSA future rules affecting foreign repair stations/maintenance organisations, the EC co-Chair raised concerns about the current situation where some applicants who are ready to carry out work in full compliance with the Agreement cannot do so, as the relevant TSA rules have yet to be adopted. It has been approximately three years since the legislative mandate was issued for these security rules.

This situation is of concern as no new applicants under the regulatory control of any civil aviation authority in Europe can benefit. The EU co-Chair expressed disappointment that the value added from the Agreement is limited in the area of maintenance and hinted at additional risks from proposals that would affect the safety approvals of maintenance organisations in case of non resolution of security findings.

The U.S. co-Chair acknowledged the EC co-Chair's concern. The U.S. co-Chair noted, however, that these TSA requirements were mandated by the U.S. Congress, and that the FAA and/or TSA are required to implement them as directed. The FAA committed to developing a plan for processing the new applications once the TSA rules are in place.

Programme of Implementation of the Agreement

With regard to the programme of implementation of the Agreement, the co-Chairs concurred on the need to concentrate the work of the Technical Agents and Aviation Authorities on maintaining and building further confidence in each other's systems. This goal would best be achieved through a solid programme for joint standardisation visits, as the two Annexes foresee different procedures for Aviation Authorities of Member States to be included on the respective lists.

The co-Chairs concurred on the importance of a solid training programme, notably during this first phase of implementation of the Agreement, to keep all relevant persons and organisations on both sides current. They also concurred on the importance to support and organise regulatory cooperation and exchange of information on all final rules/requirements that have become applicable in Europe and the U.S. The relevant Articles of the Agreement (6, 7 and 10) build an important pillar for implementing the Agreement.

In light of the discussion, the co-Chairs invited the COB and the JMCB to implement these provisions in their respective areas of activities. The COB and JMCB should report to the Board regularly with a view to discussing common approaches to safety issues within the scope of the Agreement, and to share information on safety concerns including proposed new measures and changes to existing measures.

EASA Fees and Charges

With regard to the implementation of Article 14 of the Agreement concerning fees, the co-Chairs reported to the Board on the meeting between the FAA, EASA and EC during the Europe/U.S. International Aviation Safety Conference in Vienna. They confirmed their agreement to create a working group to examine the issues raised by U.S. industry with regard to EASA validation fees. The goal is to find balanced ways for their resolution before the next Europe/U.S. International Aviation Safety Conference in June 2012. In particular, the co-Chairs invited the services concerned to agree the composition of the group before the proposed initial working group meeting in October. The mandate of the working group is to review the latest work hour data collected by EASA to ensure all participants understand the current situation, and then make recommendations for amendments to the Agreement which will address U.S. concerns regarding EASA fees for validation of U.S. approvals under Annex 1 of the Agreement. The co-Chairs confirmed that the scope of the mandate concerned only the activities under Annex 1 to the Agreement. The working group should provide a status report at the next meeting of the Board.

New Annexes to the Agreement

With regard to the addition of new Annexes in other areas of cooperation in accordance with Article 19.C of the Agreement, the co-Chairs stated that initial discussions were held on this topic during the Europe/U.S. International Aviation Safety Conference in Vienna. In the light of these discussions, the co-Chairs and the EASA Executive Director agreed to create an informal study group with participation from the FAA, EASA and EC to explore the possibilities for developing new Annexes in the areas of pilot licensing, flight training organizations, and flight training devices and invited their services to agree to the composition of this group.

The EC co-Chair informed the Board that the European Parliament (EP) will formally receive the proposed EU rules on flight crew licensing in July, and will debate the proposals in the autumn. It is almost a certainty that these proposals will be examined by both Council and EP.

The EC co-Chair underlined the importance of this issue for the Aviation Authorities of Member States and the need to ensure consistency of any future Annex proposals with European requirements. The EC co-Chair then proposed to the U.S. co-Chair to work as a priority on a new Annex regarding non-commercial pilot licenses, due to the many issues associated with pilot licence holders flying U.S.-registered aircraft in Europe. The goal would be to support confidence building through sharing of information from standardisation in such a way as to permit the development of a new Annex by April 2014, when the European requirements on flight crew licensing are scheduled to become applicable.

The U.S. co-Chair agreed that the time is right to work on new annexes and stressed the importance of prioritising this work on potential new Annexes to ensure that the goals can be successfully met. In particular, the U.S. co-Chair suggested that, to avoid unnecessary delays, the subject areas (private and commercial licences, training organisations and simulators) should be prioritized for development if resources become an issue.

The co-Chairs mandated the study group for new Annexes to report out at the next meeting of the Board.

Status Update on U.S.-EU Member State Bilateral Agreements

With regard to the status of bilateral agreements concluded between EU Member States and the U.S. prior to the Agreement, the FAA informed the Board that it will commence an examination of the scope of these agreements and discuss the outcome with appropriate EU Member States. A determination will be made to either modify or terminate the agreements as appropriate to ensure that there is no legal uncertainty between these U.S.-EU Member State agreements and the U.S.EU Agreement. The EU co-Chair welcomed the proposal of the FAA and indicated that the Board should review the progress on this issue at its next meeting, after which the EC will be able to consult and coordinate as appropriate the necessary actions with the EU Member States concerned.

Next Meeting Location and Date

The co-Chairs agreed to hold the next meeting of the Board on 9 December 2011. It was also noted that the video conference worked well and was cost beneficial.

For the Bilateral Oversight Board

FEDERAL AVIATION ADMINISTRATION
DEPARTMENT OF TRANSPORTATION
UNITED STATES OF AMERICA

BY:

TITLE: Associate Administrator for
Aviation Safety

DATE:

PLACE: Washington, DC

EUROPEAN COMMISSION
EUROPEAN UNION

BY:

TITLE: Director, Air Transport,
Directorate-General for Mobility
and Transport

DATE:

PLACE: Brussels, Belgium

BILATERAL OVERSIGHT BOARD MEETING

30 June 2011

List of participants from the U.S. Federal Aviation Administration

In Washington, DC:

1. Peggy Gilligan, Associate Administrator for Aviation Safety
2. Carey Fagan, Executive Director, Office of International Affairs
3. John Allen, Director, Flight Standards Service
4. Frank Paskiewicz, Deputy Director, Aircraft Certification Service
5. Dennis Pratte, Acting Director, Office of Rulemaking
6. Steve Douglas, Deputy Division Manager, Aircraft Maintenance Division
7. Cecilia Capestany, Chief of Staff, Office of Aviation Safety
8. Robert Carty, Senior Technical Advisor, Flight Standards Division
9. Monica Nemecek, Manager, Flight Standards International Affairs Branch
10. Jennifer Kileo, Foreign Affairs Specialist, Office of International Affairs
11. Walter Dillon, Aircraft Certification Service, International Policy Office
12. John Masters, Flight Standards International Programs and Policy Division

In Brussels:

1. Steve Creamer, Director Europe, Africa and Middle East Office, Brussels
2. Kathrine Rask, International Field Representative, Aircraft Certification Service, Brussels
3. Tricia Stacey, FAA Senior Representative, U.S. Embassy – Paris

List of participants from the EU In Brussels:

1. Matthew Baldwin, Director for Air Transport, Directorate General for Mobility and Transport (DG MOVE), European Commission(EC)
2. Eckard Seebohm, Head of Unit for Aviation Safety, DG MOVE E3, EC
3. Olga Koumartsioti, Deputy Head for Aviation Safety, DG MOVE E3, EC
4. Patrick Goudou, Executive Director, European Aviation Safety Agency (EASA)
5. Norbert Lohl, Certification Director, EASA
6. Francesco Banal, Approvals and Standardisation Director, EASA
7. Grégory Lièvre, Manager Agreements and External Representations, Rulemaking Directorate EASA
8. Member States: Participants from A, BE, BG, DE, IT, FR, ESP, EL, FIN, IRL, NL; MT, SWE, UK

In Washington, DC:

9. Irina Markina, Advisor, Transport, Delegation of the European Union to the United States of America
10. Julian Hall, EASA Representative, Washington, DC

BILATERAL OVERSIGHT BOARD MEETING AGENDA

30 June 2011 - Brussels/Washington, DC

Start Time: 16:00

1. Welcome Introductions (10 minutes) BOTH
2. Review of Agenda and Meeting Expectations (5 minutes) *Discussion: Outline the meeting objectives. [FAA or EC] will record meeting minutes.*
3. Adoption of Internal Governing Procedures (5 minutes)
4. Report from Certification Oversight Board (COB) (20 minutes)
Objective: For information
 - a. Status of implementation of Annex 1
 - b. Status of the Technical Implementation Procedures
 - c. Modifications to Annex 1 *Objective: For Decision*
 - d. Presentation of Possible Future Amendments to Annex 1
5. Report from Joint Maintenance Coordination Board (JMCB) (20 minutes)
Objective: For information
 - a. Status of implementation of Annex 2
 - b. Status of the Maintenance Annex Guidance (MAG)
 - c. Status of Repair Stations' Oversight Transition Efforts
 - d. Modifications to Annex 2 *Objective: For Decision*
 - e. Presentation of Possible Future Amendments to Annex 2
 - f. TSA future rules affecting foreign repair stations/maintenance organisations
6. Programme of Implementation of the Agreement (20 minutes) *Objective: For Discussion: review of Articles requiring implementation by the Parties*
7. New Annexes (20 minutes)
8. Status update on national BASAs amendment/termination (10 minutes) *Discussion: For Information - Implementation of Article 16.B*
9. Next Meeting Location and Date (5 minutes)

End of Meeting: 18:00

**BILATERAL OVERSIGHT BOARD
FOR THE AGREEMENT
BETWEEN
THE UNITED STATES OF AMERICA
AND THE EUROPEAN UNION
ON COOPERATION IN THE REGULATION
OF CIVIL AVIATION SAFETY
INTERNAL GOVERNING PROCEDURES**

THE BILATERAL OVERSIGHT BOARD

Having regard to the Agreement on cooperation in the regulation of civil aviation safety and in particular to Article 3 of the Agreement, the United States of America ("U.S.") and the European Union ("EU") (individually a "Party" and collectively the "Parties"),

HAS DECIDED TO ADOPT THE FOLLOWING INTERNAL GOVERNING PROCEDURES:

Article 1

Chair and Composition

The Bilateral Oversight Board ("Board") established under Article 3 of the Agreement shall be chaired jointly by a representative of the European Union on the one hand, and by a representative of the United States of America, on the other hand.

The European Union shall be represented in the Board by the European Commission ("EC," a co-Chair) assisted by the European Aviation Safety Agency and accompanied by the Aviation Authorities as representatives of the Member States.

The United States of America shall be represented by the Federal Aviation Administration ("FAA," a co-Chair).

Article 2

Meetings

1. The Board shall meet at regular intervals and at least once a year. Either Party may request the convening of a meeting.
2. Meetings locations will alternate, as much as possible, between Brussels and Washington. As an alternative, discussions via videoconference could be organised. Decisions and recommendations taken during videoconferences will have the same legal value as for those taken in formal meetings.

Once the date and the place of the meetings have been agreed between the Parties, meetings are convened by the European Commission for the European Union and by the FAA for the United States of America.

3. Except as otherwise agreed to by the co-Chairs, the meetings of the Board are not open to public participation. A press release may be drafted by mutual agreement of the co-Chairs at the end of session.

Article 3

Delegations

1. Prior to each meeting, the Parties shall inform each other of the intended composition of their respective delegations, nominating their respective co-chair.
2. The co-Chairs may jointly agree to invite third parties to attend, on an ad hoc basis, meetings of the Board in order to provide information on particular subjects or as observers.

Article 4

Secretariat

An official of the EC and an official of the FAA shall act jointly as secretaries of the Board.

Article 5

Agenda of the Meetings

1. The co-Chairs shall establish the provisional agenda of each meeting by mutual agreement. This provisional agenda and any relevant meeting documents shall be transmitted by the secretaries to the participants at the latest fifteen working days before the date of the meeting.
2. The agenda shall be adopted by the Board at the beginning of each meeting. Items other than those appearing on the provisional agenda may be included in the agenda if both Parties so agree.
3. The co-Chairs may modify, by mutual agreement, the time limit for transmitting documents, specified in paragraph 1, including the provisional agenda, in order to take into account of the requirements of a Party's internal procedures or urgency of a particular matter.

Article 6

Minutes

1. Draft minutes of each Board meeting shall be drawn at the end of each session. They shall indicate the decisions and recommendations taken and the conclusions adopted.
2. Within one month following the meeting, the draft minutes shall be submitted to the Board for approval by written procedure. The minutes may also be adopted by the Board at its next meeting.
3. When approved, the minutes shall be signed by the co-Chairs and one original or scanned copy shall be filed by each of the Parties.

Article 7

Written Procedure

Where necessary and justified, decisions and recommendations of the Board may be adopted through written procedure. To that end, the co-Chairs shall exchange the draft measures on which the opinion of the Board is sought, which then may be confirmed by exchange of correspondence. Any Party may request however that the Board be convened to discuss the matter.

Article 8

Deliberations

1. The Board shall take its decisions and formulate its recommendations on the basis of consensus with each Party having one vote.
2. The decisions and recommendations of the Board shall be entitled respectively "Decision" and "Recommendation" and followed by a serial number, by the date of their adoption and by a description of their subject.
3. The decisions and recommendations of the Board shall be signed by the co-Chairs.
4. The decisions taken by the Board shall be implemented by the Parties in accordance with their own internal procedures.
5. The decisions taken by the Board may be published by the Parties in their respective official publications. Each Party may decide on the publication of any other act adopted by the Board. One original or scanned copy of the decisions and recommendations shall be retained by each of the Parties.

Article 9

Working Groups

1. The Board may establish and oversee technical working groups to assist the Board in carrying out its duties. The terms of reference for a working group shall be included as an attachment to the decision setting up the working group. The terms of reference may comprise, *inter alia*, the composition of the working group.
2. The working groups shall be composed of representatives of the Parties.
3. The working groups shall work under the authority of the Board to which they shall report after each one of their meetings. They shall not make decisions but may make recommendations to the Board.
4. The Board may at any time decide to abolish any existing working group, modify its terms of reference, or establish new working groups to assist it in carrying out its duties.

Article 10

Expenses

1. The Parties are responsible for paying their own expenses incurred by reason of their participation in the meetings of the Board and of working groups, including staff, travelling and subsistence expenditures and postal and telecommunications costs.
2. Any other expenditure relating to the material organisation of meetings should be borne by the Party hosting the meeting.

Done at Brussels/Washington DC on 30. JUNE 2011.

For the Bilateral Oversight Board
The Co-Chairs

Margaret Gillig

[Name]

[Title] Assoc. Administrator for Aviation Safety
Federal Aviation Administration

Matthew Goodwin

[Name]

[Title] DIRECTOR, AVIATION
European Commission

BILATERAL OVERSIGHT BOARD
FOR THE AGREEMENT
BETWEEN
THE UNITED STATES OF AMERICA
AND THE EUROPEAN UNION
ON COOPERATION IN THE REGULATION OF CIVIL AVIATION SAFETY

RECORD OF DECISION
DECISION № 0001

In accordance with Article 19.B of the Agreement between the United States of America and the European Community on Cooperation in the Regulation of Civil Aviation Safety (the "Agreement"), which provides for the amendment of the annexes to the Agreement to be effected by decision of the Bilateral Oversight Board ("BOB") established pursuant to Article 3 of the Agreement, the BOB hereby decides to give effect to amendments to Annex 1 to the Agreement as follows:

1. Replace the year reference "2008" with "2012" wherever such reference to the Export Certificate of Airworthiness occurs in the Appendix to Annex 1 entries for the Aviation Authorities of the following EU Member States:

Austria	Luxembourg
Belgium	Netherlands
Czech Republic	Poland
Denmark	Portugal
Finland	Romania
France	Spain
Germany	Sweden
Italy	United Kingdom

2. Replace "FAA Form 8130-4, Export Certificate of Airworthiness" with "FAA Form 8130-3, Authorized Release Certificate" in the Appendix to Annex 1 list specifying the FAA products and associated export documentation accepted for import into the EU for new and rebuilt engines, and propellers.

For the Bilateral Oversight Board:

FEDERAL AVIATION ADMINISTRATION
DEPARTMENT OF TRANSPORTATION
UNITED STATES OF AMERICA

EUROPEAN COMMISSION
EUROPEAN UNION

BY: Margaret Gilly

BY: Wolfgang Kerber

TITLE: Assoc. Admin. for
Aviation Safety

TITLE: DIRECTOR - EUROPEAN COMMISSION

DATE: 30 June 2011

DATE: 30 JUNE 2011

PLACE: Washington, DC

PLACE: brussels

**BILATERAL OVERSIGHT BOARD
FOR THE AGREEMENT
BETWEEN
THE UNITED STATES OF AMERICA
AND THE EUROPEAN UNION
ON COOPERATION IN THE REGULATION OF CIVIL AVIATION SAFETY**

RECORD OF DECISION

DECISION № 0002

In accordance with Article 19.B of the Agreement between the United States of America and the European Community on Cooperation in the Regulation of Civil Aviation Safety (the "Agreement"), which provides for the amendments to the annexes to the Agreement to be effected by decision of the Bilateral Oversight Board ("BOB") established pursuant to Article 3 of the Agreement, the BOB hereby decides to give effect to amendments to Annex 2 to the Agreement as follows:

1. Delete the FAA special condition applicable to EU-based Approved Maintenance Organizations (AMOs) defined in Appendix 1, 2.1.1(b)(viii) of Annex 2 ("Procedures for submitting quarterly utilization reports to the FAA identifying the top 10 contractors/subcontractors (outsource Maintenance providers).")
2. Add the Aviation Authority of Romania to the list of Aviation Authorities of the EU Member States considered qualified for the purposes of Appendix 2 of Annex 2.
3. Replace the reference to "Article 9(2) of Regulation (EC) 1592/2002" in Appendix 4 of Annex 2 with "Article 12(2) of Regulation (EC) 216/2008."

For the Bilateral Oversight Board:

FEDERAL AVIATION ADMINISTRATION
DEPARTMENT OF TRANSPORTATION
UNITED STATES OF AMERICA

EUROPEAN COMMISSION
EUROPEAN UNION

BY: Margaret O'Leary

BY: Matthew Goodwin

TITLE: Assoc. Admin for Aviation Safety

TITLE: DIRECTOR, AVIATION, EUROPEAN COMMISSION

DATE: 30 June 2011

DATE: 30 June 2011

PLACE: Washington, DC

PLACE: Brussels
