

AG.007

Certification Codes for Fixed Wings

European Union Aviation Safety Agency

Minutes of Meeting – DRAFT

Meeting#5

Date: 03 February 2026

Participants

Industry :

Camille Bentz (CB) - ATR

Victor Bureau (VB) – DASSAULT AVIATION

Alexis Kroujkov (AK) - AIRBUS COMMERCIAL AIRCRAFT

Paul McCarney (PM) - BOEING

Lucio Pereira (LP) - EMBRAER

Robert Wilson (RW) - BBGA (ECOGAS)

Stéphane Flori (SF) – AIRBUS COMMERCIAL AIRCRAFT - Co-leader

Introduction

Stéphane Flori welcomed the participants and presented the agenda of the meeting.

AG.007 membership and leadership

Stéphane Flori presented the list of members of the AG.007. It was indicated by Victor Bureau, from DASSAULT AVIATION, that Laurence Mantez is now retired and that he will be the unique DASSAULT AVIATION representative in the AG.007.

Stéphane Flori informed the AG.007 that Walter Desrosier left the GAMA organisation and therefore his seat of GAMA representative in the AG.007. Walter was the Co-leader of the AG.007 and a new Co-leader had to be appointed. Camille Bentz indicated she was interested in the position and ready to contribute as the Co-leader of the AG.007, at least for 2026. Her nomination was welcomed and approved by the AG.007.

New EASA RMT.0766

Stéphane Flori addressed the new RMT.0766 “Safe operation of large aeroplanes in SLD icing conditions”, introduced in the recently published EPAS 2026 Vol 2. The objective of this rulemaking task is to develop an amendment to CS-25 to provide practical means of demonstrating compliance with the Appendix O icing conditions, clarify the steps to establish a threshold for safe operation and update the guidance to enhance the effectiveness of the certification process.

The Terms of Reference are not yet published but the Agency circulated a call for participation in the Drafting Group. Many members of the Manufacturers Icing Certification Group (MICG) will participate directly in the Drafting Group. It was emphasized that the Agency willingness is to have a good representativity of aircraft manufacturers, including EU and non-EU. Other Authorities have been invited to designate representatives. The Members of the AG.007 highlighted the importance of having CMT Authorities participating in the Rulemaking task. This message from AG.007 will be brought to the attention of the Agency.

The Members of the AG.007 also identified a need for clarification with respect to the consideration by the RMT.0766 of the flutter aspects linked to icing. This point will also be subject to a demand for clarification. Alexis indicated that a White Paper has been prepared on this topic by the OEM Forum and is currently being finalised.

Action: SF/CB to communicate the strong recommendation of the AG.007 to EASA to ensure involvement of foreign Authorities in the RMT.0766 Drafting Group. To request clarification on the consideration of flutter aspects in the RMT.0766.

New 21.A.9 paragraph on environmental protection

Camille Bentz presented the topic “Implementation of the latest CAEP amendments to ICAO Annex 16 Volumes I, II and III – CAEP/12 | Awareness of Regulation (EU) 2015/640 provisions applicable to design approval holders”. Refer to ATR presentation.

It was reminded that as per 21.A.91, changes to a type certificate shall be classified as “minor” and “major” and that a “minor change” is a change that has no appreciable effect on the mass, balance, structural strength, reliability, operational characteristics, certified noise or emissions levels, operational suitability data, or other characteristics affecting the airworthiness or the environmental compatibility of the product.

The term “Environmental compatibility” is a new term introduced in the Basic Regulation.

It is also indicated in the GM 21.A.91 Classification of changes to a type certificate, that characteristics that affect the environmental compatibility of the product are those that affect the compliance of the product with the applicable environmental protection requirements.

ATR Interpretation is that changes that exceed the criteria for a “no-acoustical change”, a “no-emissions change” or a “no-CO2 change” that are defined in Volumes I, II and III of ICAO Doc 9501 “Environmental Technical Manual”, modify the certified noise or emissions levels and as such are classified as major changes. With respect to the concept of “Environmental compatibility”, changes that affect environmental compatibility (whatever the Means of Compliance / type of compliance demonstration: 0, 2 ...) are classified as major changes. It was proposed that this interpretation be discussed and shared with other OEMs, first, within a European context, for example in the ASD or GIFAS Airworthiness Committees.

Action: Camille Bentz to liaise with ATR representative in the ASD or GIFAS Airworthiness Committees to address and share the topic.

Status on the WPIs 044 & 045

Alexis Kroujov, as leader of the WPIs 044 & 045 presented a status on the Work Programme Items.

WPI. 044 - AMC 25.613 Material Strength Properties: Discussions are ongoing at a regular pace. Progress is deemed significant and the Industry had opportunities to develop the rationale for their position.

Convergence and agreement was met on the segregation between the approaches Systems and Structure from the material properties standpoint. It was acknowledged that the AMC 25.613 is not applicable to compliance demonstrations based on tests (System approach - 1309). The paragraphs 25.603 & 605 are of course applicable to systems as part of the Design demonstration. The AMC 25.613 wording needs to be improved to clarify the scope and new topics will be identified as future candidates for new WPIs (e.g.: Improving general content of AMC 25.613, Structure elements in Systems).

The next steps will consist in issuing the WG draft report including new AMC 25.613 wording proposal and proposals for new WPIs. The objective is to have the report issued by Q2 2026.

WPI. 045 - AMC25.963(e) UERF1 - Small debris impact: The Group is very active and 7 meetings have been held since the last AG.007 meeting. During the last meetings, the members had the opportunity to share recent experience on concrete certification exercises and application of the new 25.963(e). Material has been collected to support a new approach focused on Safety objectives, not on the occurrence of hole, but on the consequences of a leak, the objective being to build a rationale to substantiate Generic CRI update. The next steps will consist in the establishment of a recommendation document. The drafting phase will start in Q1 2026, the objective being to have a proposal for the Generic CRI update by Q3 2026.

EASA Part 21 Workshop and Certification Conference 2026

Stéphane Flori reminded the Members of the AG.007 of the organization of the EASA Part 21 Workshop and Certification Conference on March 10 & 11, 2026.

Refer to the general presentation giving links to the registration page and to the agendas for day 1 & 2.

Camille Bentz indicated that she would participate in the event and would take this opportunity to meet Xavier Vergez.

Executive-level Summit on seats qualification

Stéphane Flori informed the Members of the AG.007 about the organization of the executive-level Summit on seat qualification.

This event will take place on February 26, 2026 and has been subject to an invitation letter from the EASA Executive Director to seat qualification stakeholders: Aircraft manufacturers, airlines, seat installers, lessors, seat manufacturers, regulators and industry associations.

According to the invitation letter, the summit aims to *“Align industry leaders and regulators on the challenges of seat qualification and clarify each stakeholder's role”*.

AOB

The next AG.007 meeting will be organized on June 23, 2026. The Co-leaders will liaise with EASA Focal Points to invite them to this meeting.

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