

**EUFAR N4EWG – 16<sup>th</sup> EWG meeting report (Certification and Operational Issues meeting at EASA)  
Deliverable N4.T2.M87.D17**

**European General Aviation Safety Team**

**Core Team meeting #1-07**

**EASA, Cologne – Thursday, 29 November 2007, 09:30 – 16:00  
Room 4/15**

**Venue:**

European Aviation Safety Agency  
Ottoplatz, 1, D-50679 Cologne, Germany

**Participants list:**

John VINCENT, EASA Safety Analysis and Research, Meeting Chair (acting); Michel MASSON, EASA Safety Analysis and Research, EGAST Core Team Secretary; Piotr MICHALAK, CAO Poland; Eric MANDEMAKER, EBAA; Lubomir CORNAK, AOPA Czech Republic; Alexander KRASSTEV, EUROCONTROL; Rudolf SCHUEGRAF, FAI / Europe Air Sports / DACC; Rudolf GERBER, IAOPA Europe; Michael Wagner, BRP-Rotax; Robb METCALFE, UK CAA; James BLACK, European Air Show Council / European Council for General Aviation Support; Oldrich GORGOL, Ministry of Transport Czech Republic; Marc PONTAUD, EUFAR; Jean-Gabriel CHARRIER, DGAC France; Alfonso IZZO, ENAC Italy; Michael ORLITA, HONEYWELL; Jiri DUDA, Evektor Spol s.r.o. (ALV C2); Jan FRIDRICH, European Microlight Federation, member of Europe Air Sports; Harald LACKNER, Diamond Aircraft; Vasco MORAO, EASA Safety Analysis and Research; Stefan RONIG, EASA Certification (observer); Ralph MENZEL, EASA Certification (observer).

**Excused:**

Jean-François GEORGES, Aéroclub de France, founding member of the Fondation pour l'Amélioration de la Sécurité de l'Aviation Générale, France; Ivan-David NICOLAS, EASA Rulemaking.

**1. Welcome and main meeting objectives – J. Vincent, EASA**

Welcome to EASA to the participants of this 1<sup>st</sup> EGAST Core Team meeting.

Main objectives for the day:

- Define the EGAST scope and objective
- Define governance and organisation aspects
- Draft the Terms of Reference (ToRs)
- Discuss the methods
- Draft a plan for 2008

EGAST is not a rulemaking (RM) activity, and isn't therefore constrained by the RM procedure. EGAST nevertheless has an interest in following progresses made by

rulemaking, for instance by the MDM.032 Working Group<sup>1</sup>.  
 EGAST will also follow the works of the ECAC Task Force on General Aviation.  
 As part of the ESSI (<http://www.easa.europa.eu/essi/>), EGAST has to state a 10 years objective and plan spanning across the decade.  
ESSI is facilitated by EASA, but owned by its members.  
 FAA GA-JSC<sup>2</sup> and the EUROCONTROL (for instance the Airspace Infringement Initiative<sup>3</sup>) are strong international partners.

## 2. Approval of agenda

Some items are swapped; the new order is reflected in these minutes.  
 The agenda is agreed as modified [stored on CIRCA].

A discussion takes place on the legitimacy and role of the EGAST Core Team (CT).  
 The CT steers the activity and has communication responsibility.  
 Communication is vital to promote the initiative and get safety data.  
 The ECAC GA Task Force will gather data; a budget could be allocated by the EC (currently under discussion).

## 3. Tour de table

Participants are invited to present themselves, the organisation and sector they represent and their interests and expectations for the day.

Summary of interests and expectations, grouped by themes<sup>4</sup>:

### Safety data and reporting

- Data collection, analysis and sharing; get good quality data and results.
- Reporting: improve ECCAIRS and ADREP to better account GA.
- Better analyse accident data and learn from accidents.

### Safety objectives

- State relevant objectives, globally and by sectors.
- Setting numerical objectives require quality data.
- Targets and priorities for actions must be justified by data.

### Safety promotion

- Importance of safety promotion and education.
- Share best practices at European level.

### Program management

- Set up a 10 years program; how will success be measured?

### Simplicity, freedom

- Avoid creating another 'Babel Tower'; KISS - Keep it simple.
- EGAST allows addressing aspects not addressed in other forums.
- Address more practical than political aspects.

### Outreach, scope and GA diversity

<sup>1</sup> The activity status of 01 July 2007 is available and will be updated every 2 months (to download [click here](#)).

<sup>2</sup> [http://www.faa.gov/safety/programs\\_initiatives/pilot\\_safety/safer\\_skies/gajsc](http://www.faa.gov/safety/programs_initiatives/pilot_safety/safer_skies/gajsc)

<sup>3</sup> <http://www.eurocontrol.int/safety>

<sup>4</sup> Resumes with personal and affiliation data will be provided as per Action 2.

- Address the right audience; get the message to the entire GA community in particular to the pilots and instructors.
- Properly address the various GA sectors; may require stating different objectives.
- Coordination
- Need to interface with other, national and international safety initiatives.
- EGAST should build on existing initiatives and avoid duplication (a principle adopted by the ESSI from the ICAO Global Aviation Safety Roadmap<sup>5</sup>).

#### Minimise negative impact of safety action on GA activities

- Minimise negative impacts of safety action on recreational activities.  
Note: Sharing the same airspace implies responsibilities on all the actors.

#### Specific themes:

- Address Human Factors, involved in the majority of accidents and incidents.
- Improve perception by the public of GA safety; avoid negative publicity, e.g., manufacturer brands associated with accidents.
- Improve pilot safety in air shows.
- Improve aerial work safety, e.g. for scientific research.
- Safely share the airspace, and interface with the military.
- Based on data, what actions should be implemented by the industry to improve safety?

There is very good cross-sectorial expertise in the EGAST Core Team.

**It is agreed not to grow the Team further.**

#### **4. GA definition for EGAST / Scope of EGAST**

EGAST is not a rulemaking activity.

Annex 2 of 1592-2002<sup>6</sup> doesn't restrict activities either because NAAs participate in EGAST. Definitions vary across countries; the ECAC GA Task Force decided to proceed without definition.

- **Speaking in terms of scope is more suitable: What do we want to include in EGAST?**

The variety of sectors and of sectorial objectives should be reflected in the ToRs. Whatever the activity (private or commercial; civil or military), the method of flying the aircraft is the same; the central questions therefore should be:

- In what activities are these aircraft involved? And how to make these safer? EGAST should tackle practical aspects, and not obey to a political or bureaucratic push to address GA safety.

EGAST is not about 'raising the safety flag' as an excuse for hampering GA.

**EGAST should aim at improving best practices for all sectors.**

**Practically though, EGAST should set up priorities and sector dependent objectives.**

Safety promotion, gap filling and sharing of best practices will be beneficial to all. Public perception is an issue. For instance, providing parts from the automotive industry is perceived as unsafe. But data are lacking to demonstrate that there is,

<sup>5</sup> <http://www.icao.int/icao/en/anb/fls/programme/pbn/Docs/GlobalAviationSafetyRoadmapPart2.pdf>

<sup>6</sup> <http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=CELEX:32002R1592:EN:NOT>

or isn't, a problem.

- What types of operations are included in EGAST?

Practical approach: **The sectors represented in the EGAST CT form the EGAST scope**; therefore ballooning and all kinds of air sports are also included.

- **Does EGAST CT have authority to go beyond Annex 2?**

The answer is twofold: Yes, as NAAs participate in EGAST and no, as the concept of authority does not apply to EGAST, which isn't a rulemaking activity.

Safety isn't only about regulation; it isn't for instance about setting rules to prevent handgliders from flying. But all actors use the same airspace therefore there should be at least a shared 'code of good conduct'.

**EGAST can be seen as an 'interchange shop': sharing good practices within and across sectors at European level.**

ENAC Italy: In practice, GA can be defined as everything but commercial.

The problem is that reporting systems, including ECCAIRS and ADREP, aren't well suited for GA: improvements are needed. Italy has adopted a stepwise regarding reporting, involving first aeroclubs and then other actors. Eventually, all data are aggregated at national level. A unique State-based has been developed between ECCAIRS and all organisations taking part in the reporting.

To sum up:

- **Providing a GA definition isn't necessary.**
- **Sectors represented in the EGAST CT form the EGAST scope.**
- **EGAST should aim at improving best practices for all sectors.**
- **EGAST should set up priorities and could fix sector dependent objectives.**
- **GA reporting should be improved.**

##### **5. Organisation and governance**

- **The EGAST scope is reflected by the EGAST CT membership.** This practical approach is sufficient at this stage.
- **EGAST CT is composed of around 20 members. Composition is frozen,** and includes those who couldn't participate in this meeting.
- **CT members may form sectorial teams building on EGAST level 2.**
- Meetings will take place in the Cologne-Brussels area, with a preference for Cologne as flights are cheaper, except in the periods of fairs and carnival.
- **EGAST CT will meet 4 times per year and EGAST Level 2 once every 2 years.**
- Meeting agendas will be sent one month in advance.
- There will be a Communication item on each agenda.
- EASA will provide coordination support, analysis support, secretariat and meeting rooms.
- **EGAST CT will have 2 co-chairs: from the authorities (EASA or NAAs) and from the GA community.** Co-chair's profile: expertise, interest, experience in chairing associations and willingness to commit to the initiative in the long term. Co-chair's role: coarsen the team to achieve its objective, reviews and approves preliminary agendas, encourages and monitor progresses including in-between meetings.

Note: Jean-Gabriel Charrier, DGAC France, reports the candidature of Jean-François Georges, AéroClub de France, to the position of co-chair.

**Action 1 – EGAST CT #1/07:** EGAST CT members each to identify a substitute.

**Action 2 – EGAST CT #1/07:** EGAST CT members and substitutes to provide a resume (150 words) with affiliation and organisation(s) represented, formal and informal linkages. Note: information will be treated as public.

**Action 3 – EGAST CT #1/07:** EGAST CT members to suggest one co-chair candidate after consulting with the nominee.

**Action 4 – EGAST CT #1/07:** Review co-chairs nominations (secret ballot) at the next EGAST CT meeting – EGAST CT #1-08.

- **Funding**

- As ECAST and EHEST, EGAST is a self-funded initiative.
- Travel and accommodation costs will be minimised.
- EASA will provide lunch to the EGAST CT meetings held in Cologne.

**Action 5 – EGAST CT #1/07:** J. Vincent, EASA, to seek financial support for the co-chair's travel and accommodation.

- **Communication:**

- Email is to be use for exchanging information and circulating documents, not for discussing policy, to be left to plenary sessions. Don't inform everybody about meeting participation.
- The ESSI/EGAST website to be used for communication and promotion. The website will be progressively enriched and links will be added.
- The ToRs will appear on the website, not the resumes. Resumes will be treated as public information.
- Openness and transparency are the basic principles.

- CIRCA will be used to store and share minutes and working materials. The registration procedure has already been circulated. For information, please contact [michel.masson@easa.europa.eu](mailto:michel.masson@easa.europa.eu), tel + 49 221 89999 2024.

- EGAST CT members are expected to promote the initiative, in particular within their sector.

**Action 6 – EGAST CT #1/07:** Revise the website: all ECAST CT to send suggestions for the EGAST front page and links.

- **Minutes**

- Minutes are drafted by the secretary.

- Corrections and suggestions for improvements are made directly on the text (Track Changes option on), and sent back to the secretary. Minutes are reviewed at next meeting for approval.

## 6. EGAST objective, target level of safety

The GA JSC charter [stored on CIRCA] by the FAA is considered as starting point:

### "GA JSC PURPOSE

As part of the Safer Skies Focused Safety Agenda initially launched in 1998, the Federal Aviation Administration (FAA) and the general aviation (GA) community jointly developed a goal of reducing GA fatal accidents. The FAA's Flight Plan sets out a specific performance target of reducing the number of GA and nonscheduled Part 135 fatal accidents to no more than 319 by FY09. (GA JSC Charter, Rev. 03/15/06, page 2)."

It is noted that EGAST would need quality data to state a realistic numerical objective. The EASA Annual Safety Review<sup>7</sup> could be used as reference. The baseline isn't known with precision though: data take long to be collected, to be trustworthy and useful. Stating a numerical objective out of the blue doesn't make sense.

As GA encompasses diverse activities, different numerical targets could be stated.

The ECAC Data Collection working group will eventually provide the sort of data EGAST needs; figures today aren't good enough.

What safety indicator should be used: fatal accidents; fatal accidents rate; fatalities; fatalities rate; accidents; accidents rates?

**EGAST should instead provide an ambition applicable to all sectors:**

### **EGAST OBJECTIVE**

EGAST will actively promote for all sectors of GA best practices and awareness in order to improve safety, thereby reducing accident rates.

**This objective applies to all GA sectors**, including flying air models. However, EGAST should **prioritise sectors** and resources. EGAST CT represents more than 95% of sizeable GA activities; let us not venture into fringes of activities that can't be controlled. Priorities will be discussed in the next meetings.

## 7. Terms of reference

The above mentioned items will appear in the Terms of reference (ToRs), and the GA JSC charter format will be used as an example.

The ToRs will explicitly state that EGAST isn't a rule making activity.

Contents: EGAST scope and objective; membership; organisation and governance: EGAST CT has authority to set up sub-teams; the 3 EGAST layers; meetings frequency; tasks; number of meetings; EGAST CT members' commitment to communicate and promote the initiative.

**Action 7 – EGAST CT #1/07:** EASA to draft the ToRs and circulate them for review and improvement at next meeting.

<sup>7</sup> <http://www.easa.europa.eu/doc/COMMS/Annual%20Safety%20Review%202006.pdf>

LUNCH

Stefan Ronig and Ralph Menzel, EASA Certification, join the meeting as observers.

## 8. Method

The agenda mentioned several method options to achieve the EGAST objective:

- a. Safety promotion
- b. Data collection, analysis and sharing
- c. Accident analysis (cf. European Helicopter Safety Team)
- d. Other

### a. Safety promotion

There are in Europe excellent examples of GA safety initiatives and materials.

**The goal is to identify, catalogue and share best practices among the CA community across Europe;** a good way to quickly demonstrate success.

A list is available for instance in the UK and in other countries too but there today no comprehensive European catalogue.

EGAST CT will catalogue websites, magazines, publications, safety reviews, news letters, promotions and training materials, initiatives and the like.

### F. Mandemaker, EBAA member of IBAC, gives a presentation entitled "Business Aviation Safety Perspective" [PowerPoint on CIRCA].

Business aviation (BA) covers commercial, Corporate and Owner-operated aviation. IBAC uses only comprehensive world wide BA safety data obtained from insurance industry (mentioned as particularly relevant), manufacturers and States.

Two recent safety initiatives: IS-BAO launched in 2002 and the Business Aviation Safety Strategy, developed in 2006/07 by IBAC and Flight Safety Foundation to coordinate industry safety initiatives and complementary to the Safety Roadmap<sup>8</sup> (which addresses commercial air transport). The 'Safety Star' features eight Safety Strategy Teams: Culture; Codes of Practice; Adherence to Industry; Regulatory Framework; Data Collection and Analysis; Safety Equipment; ANS & Airport Services; and Support Services.

IS-BAO – an International Standard for Business Aircraft Operation has been developed by and for BA. It uses the principles of ISO 9000 standards, is performance based and process oriented, and supported by extensive guidance material. SMS is cornerstone.

In conclusion: IBAC has data, programs and strategies that have proved effective in enhancing BA safety. IBAC is prepared to assist any GA organisation that would like implementing this approach, and offers it to EGAST.

J. Vincent: An example of what a sector has done; fits particularly well with the best practices sharing approach introduced above.

### b. Data collection, analysis and sharing

- Providing and sharing data might require non-disclosure agreements.
- Need to get the data and statistics right.

<sup>8</sup> See footnote 4, page 3.

- Estimating rates require accurate flight data. Diamond reports that getting usage data isn't easy even for manufacturers as users aren't required to report. For ultralights, this is virtually impossible. The Czech AOP for instance has tried to collect hours flown on voluntary basis; only twenty pilots contributed.
- **Different sources should be used and aggregated.**
- Can't decisions be made because perfect data are unavailable?
- The ECAC GA Working Group will collect data, although its main goal wasn't to collect data but to try and assess the economic and social contribution of GA. A UK study for instance indicates that GA contributes in the amount of 24 bn £ (more or less 30 bn euros) to the UL economy, inasmuch as British Airways. Therefore, the airspace can't be designed for commercial air transport only. ECAC found no data on which to base its assessment, and therefore decided to collect data. The ECAST final report will be available in Dec 07 and circulated with the minutes [and stored on CIRCA].

**Action 8 – EGAST CT #1/07:** M. Masson to circulate the ECAC GA Task Force report with the minutes.

- **There is currently poor culture in GA to report:** people want to fly, not to be regulated. And they fear that if they start to report, they will be regulated. The sports and recreational and aerial work communities, for instance, don't wish to 'generate data for bureaucrats'. **The goal should be to convince GA that reporting data is going to serve, not to hamper GA.**
- In this context, a 70-80% solution [Pareto approach] is acceptable.
- Regulation 1592/2002 requires informing the public about safety performance. The EASA Annual Safety Review featured for the first time in 2006 GA data. A letter was sent to the Member States requesting data for aggregation at European level. Not all States contributed. In addition, EASA had access to ADREP data through an agreement with ICAO.
- Reporting effect: more events are reported when reporting becomes mandatory.
- Some data is better than no data; there is a need to access the right people and ask the right questions.
- Data could be transposed and extrapolated from States to States, knowing for instance that State A has good accident data and State B good usage data.
- It will take time before quality data will become available, although the Directive on Occurrence Reporting goes back to 2005 and the Directives on Data Integration and Data Dissemination are now applicable<sup>9</sup>.

**c. Accident analysis (cf. European Helicopter Safety Team)**

- **Alternatively, EGAST could analyse accidents and derive safety enhancements from accident causes and contributory factors.**
- Note: There is no Annex 13 requirement to produce accident reports for aircraft below 2250 kg.

<sup>9</sup> See: <http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=CELEX:32002R1592:EN:NOT>



- **Quality data are available in different places, for instance by GA JSC<sup>10</sup>.**  
We could benchmark Europe with the US, and adapt the US conclusions based on known differences.
- Austria, UK, and CH for instance also have good data bases. **Using available data and acquiring more data should be pursued in parallel.**
- EUROCONTROL uses ANSP data sources provided: data are discussed and risk areas identified, which leads in a second step to more focused data collection.
- A convincing argument: *"If you don't provide data to justify a certain volume of activities, you won't get that part of the airspace you deserve..."*
- Insurance companies probably have the best data available today; but will they accept sharing?

**Action 9 – EGAST CT #1/07:** EGAST CT to identify usable data sources.

- **How to deal with language diversity in Europe?** And how could EASA help? In some States, there is a legal obligation to report in national language(s). The ESSI/EHEST/EHSAT European organisation based on regional/national teams analysing local helicopter accident reports is briefly described.

**Action 10 – EGAST CT #1/07:** M. Masson to circulate a PowerPoint presentation on EHEST/EHSAT and the EHSAT Analysis Tool and Process Manual.

**Action 11 – EGAST CT #1/07:** R. Metcalfe and M. Masson to circulate the UK methodology for GA accident analysis.

- **Note: Technical occurrence reporting: EASA Form 44** is provided for the use of non-European approved organisations (DOA, POA, and MOA), EU DOA holders and EU Single European Production Approval holders reporting directly to the Agency and those volunteering technical occurrence information to the Agency. The form is published on the EASA website<sup>11</sup>.

**d. Other: Review of safety recommendations**

**e. Other: Expert opinions, expert panels, and surveys**

- Example: the Airspace Infringement Initiative survey launched in 2007 by EUROCONTROL (Focal person: A. Krastev, EGAST CT member).

**9. Outlook, plan and dates of future meetings**

<p>EGAST CT #1-08: 1 April 08, EASA  EGAST CT #2-08: 19 June 08, EASA  EGAST CT #3-08: TBD Oct 08, TBD</p>
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<sup>10</sup> [http://www.faa.gov/safety/programs\\_initiatives/pilot\\_safety/safer\\_skies/gajsc/ga\\_stats2005/](http://www.faa.gov/safety/programs_initiatives/pilot_safety/safer_skies/gajsc/ga_stats2005/)

<sup>11</sup> [http://www.easa.europa.eu/home/g\\_contacts\\_mail.html](http://www.easa.europa.eu/home/g_contacts_mail.html)

EGAST CT #4-08: TBD Dec 08, TBD
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**April meeting:**

- Review of actions and findings from this meeting
- Proposals for sub-teams
- Methods
  - a. Safety promotion: Catalogue of best practices – *6 to 9 months activity thread*
  - b. Safety collection, analysis and sharing: Review of data sources and aggregation by EASA – *longer activity thread*
- Communication: website, publications, conferences, etc.
- Coordination: EGAST will report twice a year to GA JSC.

Note: EGAST will feature **several Plan/Do/Check/Act (PDCA) cycles** across the 10 years of program, on distinct issues conducted in parallel.

**Action 12 – EGAST CT #1/07:** All EGAST CT to identify top safety issues and priorities in their respective domains.

**10. Communication and AOB**

- Jan Fridrich has signed an article advertising the EGAST foundation meeting in "Pilot LAA ČR! – 11/2007, page 4. Initiatives of this type are encouraged.
- The minutes of EGAST Foundation Meeting will be approved in EGAST CT #1-08, together with the minutes of ECAST CT #1-07.
- **Keep bureaucracy minimal (implies developing trust), and focus the resources on the safety work.**

**11. Wrap-up and adjournment – by J. Vincent, EASA**

This first meeting of the EGAST Core Team was productive: all agenda items were successfully covered, an ambitious list of actions was set up, an agenda was drafted for the April meeting, and a program plan sketched out for 2008.

To get started, the 'real work' must be done between the meetings.

Please communicate that EGAST is alive: everyone is invited to promote the initiative back home.

John warmly thanks the participants, and wishes all season's greetings.

**ESSI Actions and Action Status Report:** *(List starts at the bottom)*

<b>ESSI Meeting Number</b>	<b>Actions</b>	<b>Holders</b>	<b>Due date</b>	<b>Status at present meeting</b>	<b>Status at next meeting</b>
<b>EGAST CT #1/07 29 Nov 07</b>	<b>Action 12 – EGAST CT #1/07:</b> Identify top safety issues and priorities in their respective domains.	All EGAST CT	Before EGAST CT #1-08	29 Nov 07 Status Action Created	<b>Open</b>
<b>EGAST CT #1/07 29 Nov 07</b>	<b>Action 11 – EGAST CT #1/07:</b> Circulate the UK methodology for GA accident analysis.	R. Metcalfe, UK CAA and M. Masson, EASA	15 Dec 07	29 Nov 07 Status Action Created	<b>Open</b>
<b>EGAST CT #1/07 29 Nov 07</b>	<b>Action 10 – EGAST CT #1/07:</b> Circulate a PowerPoint presentation on EHEST/EHSAT and the EHSAT Analysis Tool and Process Manual.	M. Masson, EASA	15 Dec 07	29 Nov 07 Status Action Created	<b>Open</b>
<b>EGAST CT #1/07 29 Nov 07</b>	<b>Action 9 – EGAST CT #1/07:</b> Identify usable data sources.	EGAST CT	Before EGAST CT #1-08	29 Nov 07 Status Action Created	<b>Open</b>
<b>EGAST CT #1/07 29 Nov 07</b>	<b>Action 8 – EGAST CT #1/07:</b> Circulate the ECAC GA Task Force report with the minutes.	M. Masson, EASA	15 Dec 07	29 Nov 07 Status Action Created	<b>Open</b>
<b>EGAST CT #1/07 29 Nov 07</b>	<b>Action 7 – EGAST CT #1/07:</b> EASA to draft the ToRs and circulate them for review and improvement at next meeting.	EGAST CT	Before EGAST CT #1-08	29 Nov 07 Status Action Created	<b>Open</b>

<b>EGAST CT #1/07 29 Nov 07</b>	<b>Action 6 – EGAST CT #1/07:</b> Revise the website: send suggestions for the EGAST front page, and links.	EGAST CT	Before EGAST CT #1-08	29 Nov 07 Status Action Created	<b>Open</b>
<b>EGAST CT #1/07 29 Nov 07</b>	<b>Action 5 – EGAST CT #1/07:</b> Seek financial support for the co-chair's travel and accommodation.	John Vincent, EASA	Before EGAST CT #1-08	29 Nov 07 Status Action Created	<b>Open</b>
<b>EGAST CT #1/07 29 Nov 07</b>	<b>Action 4 – EGAST CT #1/07:</b> Review (secret ballot) co-chairs nominations at next EGAST CT meeting	EGAST CT	EGAST CT #1-08	29 Nov 07 Status Action Created	<b>Open</b>
<b>EGAST CT #1/07 29 Nov 07</b>	<b>Action 3 – EGAST CT #1/07:</b> Suggest one co-chair candidate after consulting with the nominee.	EGAST CT members	Before EGAST CT #1-08	29 Nov 07 Status Action Created	<b>Open</b>
<b>EGAST CT #1/07 29 Nov 07</b>	<b>Action 2 – EGAST CT #1/07:</b> Provide a resume (150 words) with affiliation and organisation(s) represented, formal and informal linkages.	EGAST CT members and substitutes	Before EGAST CT #1-08	29 Nov 07 Status Action Created	<b>Open</b>
<b>EGAST CT #1/07 29 Nov 07</b>	<b>Action 1 – EGAST CT #1/07:</b> Each member to identify a substitute.	EGAST CT members	Before EGAST CT #1-08	29 Nov 07 Status Action Created	<b>Open</b>