

**The 1st Meeting of the
Specialised Committee on Aviation Safety**

23 November 2021

Hosted by the European Commission at

Albert Borschette Conference Centre

Rue Froissart, 36 - 1040 Brussels

Room 1.B

and by videoconference

MEETING MINUTES

1) Welcome

Representatives of the European Union (EU) and the United Kingdom (UK) held the first meeting of the Specialised Committee on Aviation Safety on 23 November 2021, with EU Member States attending as observers. The meeting was co-chaired by UK DfT and European Commission, DG MOVE and held in hybrid format.

In its opening address, the EU noted that whilst the negotiations of the TCA have been long, the EU and the UK have achieved a good routine implementation of the agreed provision on Aviation Safety. Therefore, the first Specialised Committee meeting today will receive the first report from the TCA Certification Oversight Board (COB).

The UK thanked EU colleagues for hosting the meeting and praised the positive engagement since the conclusion of the TCA.

The EU recalled that as the host, the EU will prepare the first draft minutes of this meeting which will be jointly agreed as foreseen in the TCA.

2) Approval of Draft Agenda

The co-chairs adopted the draft agenda as published before the meeting.

3) Significant Items for Discussion:

A. Reports by EASA and UK CAA on status of implementation of the annex on airworthiness and environmental certification (Annex 30 to the TCA,

The UK Civil Aviation Authority (UK CAA) and the European Union Aviation Safety Agency (EASA) had jointly prepared a summary of the main points of the first and second COB meetings which took place on 17 May 2021 and 8 October 2021. It was read out by the UK CAA and noted that;

- Building and maintaining confidence (Article 29 of Annex 30 to the TCA): Due to the relatively low number of validation projects, only limited progress has been made to date.
- Working level meetings: The two authorities exchanged information on workshops open to all and decided to have regular meetings at least every six months.
- Rulemaking activities: The two authorities gave each other information on rulemaking processes and what changes were envisaged to their own rules in the near future. Both sides agreed that there should be a focus on industry safety related risk information and any regulatory mitigating actions required.
- Exchange of safety-related information: Points of contact were appointed for exchange of critical information and in particular to coordinate responses to accident investigations and for any continued airworthiness issues.
- Permits to fly: The authorities discussed whether permits to fly could be recognised through the TIP. It was considered that, subject to verification of legal aspects, there would be benefits in doing so.

The EU welcomed the report, noting that the implementation of Annex 30 is generally going smoothly.

The UK noted their satisfaction with the fact that the Technical Implementation Procedures (TIP) for Annex 30 of the TCA had been agreed so quickly by the UK CAA and EASA. The UK noted also that the lack of product validation projects had prevented faster progress on confidence building measures, but also that no substantial problems had been encountered so far and work was continuing well.

B. Mechanisms to “...promptly notify the other Party of any investigation when mutual interests are involved” under Article 452 of the TCA

The EU recalled that Article 452 requires the technical agents and other competent authorities to exchange information regarding relevant safety findings related to EU or UK safety approvals. For this purpose, the EU and UK need to determine who will be the contact points in case suitable contact points have not already been agreed as part of the TIP. The EU informed the UK of its contact point for this purpose. The EU also clarified that EASA would take it upon itself to contact the Member States, if, and when, delivering information to or from Member States is necessary.

The UK informed the EU of its contact point for this purpose.

Conclusion: The EU and UK took note of their respective contact points, and agreed that both sides consider that this exchange fulfils the obligation contained in Article 452.

4) Any Other Business

No AOB points were proposed.

5) Next Meeting Date and Time

The EU recalled that under Article 8(7) of the TCA, the Specialised Committees should meet at least once a year. The UK and EU sides should also alternate hosting them.

The UK noted that the UK Department for Transport was planning to organise the next meeting at roughly the same time of the year in 2022.

Conclusion: The UK will host the next Specialised Committee meeting in late 2022, and the exact date, time and venue will be agreed closer to the event.

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DRAFT AGENDA

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A. Reports by EASA and UK CAA on status of implementation of the annex on
airworthiness and environmental certification (Annex 30 to the TCA)

B. Mechanisms to “...promptly notify the other Party of any investigation when mutual
interests are involved” under Article 452 of the TCA.

4) Any Other Business

6) Next Meeting Date and Time

A. Proposal: TBD – hosted by EU/UK

Participation list

UK Delegation (24 attendees)

- UK Co-chair of the Specialised Committee on Aviation Safety
- UK Government Officials from Department for Transport
- UK Government Officials from Cabinet Office
- UK Officials from Civil Aviation Authority
- Northern Ireland administration Officials
- Welsh administration Official
- Scottish administration Official

EU delegation (37 attendees)

- EU Co-chair of the Specialised Committee on Aviation Safety
- European Commission Officials (MOVE, SG)
- EU Official from Delegation of the European Union to the UK
- European Union Aviation Safety Agency Officials
- Representatives of EU Member States