

The Fourth Meeting of the Specialised Committee on Aviation Safety

21 November 2024

*Hosted by the UK at the Department for Transport,
London, and remotely by Microsoft Teams*

MEETING MINUTES

1) Welcome

Representatives from the United Kingdom (UK) and the European Union (EU) held the fourth meeting of the Specialised Committee on Aviation Safety on 21 November 2024 in London, with UK Devolved Administrations and EU Member States attending as observers. The meeting was co-chaired by the UK Department for Transport (Jenny Ward) and the European Commission (Joachim Lücking) and held in a hybrid format.

In its opening address, the UK noted the new administrations in the UK and EU and the opportunities this may provide in progressing mutual interest in the aviation safety sector. The EU also noted these developments and will await further clarity on how this might apply to aviation safety.

2) Approval of Provisional Agenda

The co-chairs adopted the draft agenda as published.

3) Report by the European Union Aviation Safety Agency (EASA) and UK Civil Aviation Authority (CAA) on progress with implementation of the annex on airworthiness and environment certification (Annex 30 to the Trade and Cooperation Agreement) and outcomes of the Certification Oversight Board (COB).

The CAA and the EASA jointly presented a summary of the main points of the fifth COB meeting held on 4 September 2024 and in particular noted that:

- Both CAA and EASA noted similar recruitment challenges and had discussed recent organisation structure and related changes.
- Despite these challenges work on certification of each other's products is progressing relatively smoothly.
- There had been rulemaking updates from both organisations.

- There had been a briefing on the implementation of Safety Management System (SMS) in design, production and maintenance organisations that will be completed by July 2026.
- There had been discussions on the asymmetry of the current arrangements regarding the acceptance of products and the need to develop confidence building mechanism under the Technical Implementation Procedures (TIP) as it underpins the arrangements in place. It was recognised that any changes to the Trade and Cooperation Agreement (TCA) in this area will be subject to a decision of the Specialised Committee and the continued confidence building process.
- CAA and EASA highlighted that there had been good cooperation under the TIP, including on Advanced Air Mobility (AAM) and electric vertical take-off and landing (eVTOL) certification and validation.
- Overall numbers of validation projects remain relatively low, as a reflection of the low demand from industry.
- There had been good cooperation and exchange on Titanium supply chain issues.

The UK and EU welcomed the report and agreed that there was good on-going technical cooperation within scope of current TCA arrangements.

4) Proposals for Technical Cooperation in Air Traffic Management presented by the Technical Agents following discussions of the 3rd Specialised Committee for Aviation Safety in November 2023.

The UK introduced this item and noted that this agenda item had been put forward following the third Specialised Committee on Aviation Safety in November 2023. There had been a subsequent exchange of letters between the co-chairs, where it was agreed that the CAA and EASA could explore opportunities for improved coordination and information exchange between the CAA and EASA on the oversight of cross-border services where Air Traffic Service (ATS) delegation agreements exist.

The CAA and the EASA jointly proposed that the CAA and EASA should establish regular formal coordination meetings to discuss Air Traffic Management/Air Navigation Services technical matters and, while keeping within the legal and political constraints, scope future meetings between the CAA and EASA in regard to Air Traffic Management/Air Navigation Services within the following items:

- 1. Oversight cycles/audit programmes**
- 2. Oversight of changes implemented by Air Navigation Service Providers (ANSPs) overseen by both the CAA and EASA**
- 3. Exchange of information on regulatory difference**
- 4. Mandatory reportable safety occurrences**

5. ATM/ANS Equipment Standards and Interoperability (IOP)

The UK thanked the CAA and EASA for their cooperation and proposals to this Committee and agreed to these proposals, noting they are fully in line with the TCA. The EU welcomed and agreed to the proposals, noting that they look forward to the report on progress at the next Specialised Committee on Aviation Safety.

Conclusion: The proposals were agreed by the Committee and the CAA and EASA will provide a report on progress at the fifth Specialised Committee on Aviation Safety.

5) Future scope of the aviation safety chapter

The UK opened by outlining that there would be benefits for safety, for all citizens to travel safely by deepening collaboration and also noted that on other areas outlined in Article 445(1) of the TCA, such as aircraft maintenance organisation approvals, there are opportunities for future collaboration leading to efficiency gains and safety benefits for citizens across borders. The UK said that there are a number of organisations in the EU and UK who are subject to dual oversight by the CAA and EASA, and there is the opportunity for efficiency gains if oversight activities are appropriately coordinated.

The EU noted that it is content with the current arrangements that are framed by the TCA and made clear that they have no safety concerns with current arrangements. It also recognised that there may be efficiency gains, but the current arrangements are aligned with international standards and maintain levels of safety for citizens. Finally, the EU noted that it does not currently have a mandate to expand the Aviation Safety Chapter. Any progress on such matters will depend upon the political relationship between the EU and UK.

Conclusion: The UK proposal was noted, but the EU rejected further cooperation noting that it does not currently see the need for expanding the scope of the TCA or have a mandate to agree to such cooperation.

6) Any Other Business

The UK and EU agreed that both sides should endeavour to publish the agendas and share related documents in a timely manner, where internal processes allow.

7) Next Meeting Date and Time

Proposal: To Be Decided – hosted by EU

It was agreed that the next meeting would take place roughly the same time next year in Brussels, unless there is specific progress that would require the Committee to meet sooner. The EU and UK secretariats will agree the date, time and venue for the next Specialised Committee meeting through correspondence.

The EU also informed the Committee that the current co-chair (Joachim Lücking), is departing from his current role, and Christine Berg will take over the position as EU co-chair of this Committee and Joachim thanked the UK for the pleasant and effective cooperation over the past four years.

Agenda

**Fourth Meeting of the Specialised Committee on Aviation Safety established by EU-UK
Trade and Cooperation Agreement**

London and Online, 21st November 2024 at 13:00 GMT and 14:00 CET

1. **Welcome**
2. **Approval of Provisional Agenda**
3. **Report by the European Union Aviation Safety Agency (EASA) and UK Civil Aviation Authority (CAA) on progress with implementation of the annex on airworthiness and environment certification (Annex 30 to the [Trade and Cooperation Agreement](#)) and outcomes of the Certification Oversight Board (COB).**
4. **Proposals for Technical Cooperation in Air Traffic Management presented by the Technical Agents following discussions of the 3rd Specialised Committee for Aviation Safety in November 2023**
5. **Future scope of the aviation safety chapter**
6. **Any Other Business**
7. **Next Meeting Date and Time**
Proposal: To Be Decided – hosted by EU

**Fourth Meeting of the Specialised Committee on Aviation Safety established by EU-UK
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PARTICIPATION LIST

UK Delegation (18 attendees)

- UK Co-chair of the Specialised Committee on Aviation Safety
- UK Government Officials from Department for Transport and Cabinet Office
- UK Officials from Civil Aviation Authority
- Officials from the Devolved Administrations

EU Delegation (26 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