

# **The 3<sup>rd</sup> Meeting of the Specialised Committee on Aviation Safety**

30 November 2023

*Hosted by the EU Commission  
at DG MOVE, Brussels and remotely by Webex*

## **MEETING MINUTES**

### **1) Welcome**

Representatives of the United Kingdom (UK) and European Union (EU) held the third meeting of the Specialised Committee on Aviation Safety on 30 November 2023, with UK Devolved Administrations and EU Member States attending as observers. The meeting was co-chaired by the UK DfT (David Harding) and the European Commission (Joachim Lücking) and held in a hybrid format.

In its opening address, the UK noted the positive developments in EU-UK relations with the agreement on the Windsor Framework and expressed its hope that this could also be reflected in the aviation safety sector.

The UK thanked EU colleagues for hosting the meeting.

### **2) Approval of Provisional Agenda**

The co-chairs adopted the draft agenda as published before the meeting. Only change was the correction of a typo in the article reference in point 4 (Article 445(1)(h) instead of Article 445(h)).

### **3) Report by EASA and UK CAA on progress with implementation of the Annex on Airworthiness and Environmental Certification (Annex 30 to the TCA) and outcomes of the Certification Oversight Board (COB)**

#### **A. 20/06/2023 Report on the fourth Certification Oversight Board meeting (UK CAA – EASA)**

The UK CAA and the EASA jointly presented a summary of the main points of the fourth COB meeting on 20 June 2023 and noted that:

- Confidence building process planning (Article 29 of Annex 30) concerning UK CAA's competence and capacity in design area was progressing well. Resources had increased, whilst activity levels remained relatively stable.
- In practical work between EASA and UK CAA only minor issues had been encountered and these were quickly resolved.
- The question of whether Production Organisation Approval holders can produce products to non-validated data was currently being consulted on.
- Expansion of scope in the field of production, to include the production of electric vertical take-off and landing (eVTOL) aircraft products was progressing well and UK CAA expressed its expectation that it could soon lead to validations taking place.

The UK DfT and EU Commission welcomed the report, and the progress made by the COB. The UK was pleased to hear of positive cooperation and progress on a confidence-building process.

#### **4) Implementation of Article 445(1)(h) - Air Traffic Management**

The UK raised the item of Air Traffic Management (ATM), noting that the Aviation Safety Title provides the means for cooperation. The UK proposed that a form of working arrangements between the Technical Agents would be a positive step forward for EU-UK cooperation. The EU noted that ATM was discussed during TCA negotiations, but at the time there was no agreement. It was noted that Article 445(1)(h) provides only the possibility but no obligation for extending the co-operation and this is, for the time being, not in the EU's agenda.

As regards more technical discussions and exchanges outside of the TCA, the EU does not contemplate co-operation outside of the TCA. The EU noted it could potentially be explored between the Technical Agents how they could work together better; how data could be shared; or how could they lighten the way the audits are carried out, again reiterating this must be taken forward within the scope of the TCA. Within these coordinates, the EU is open to listening to concrete proposals on technical cooperation, but no commitments should be anticipated.

*Conclusion:* The EU noted it is open to listening to concrete proposals on technical cooperation, jointly developed by the Technical Agents within the scope of the TCA.

#### **5) Future Scope of the Aviation Safety Chapter**

The UK noted that the Aviation Safety Chapter, within the TCA, provides the ability to agree further annexes to the agreement, and repeated the UK desire for an annex allowing for mutual recognition of aircraft maintenance organisation approvals. The UK noted the outcomes from the previous Specialised Committee on Aviation Safety, where the EU noted discussions regarding the extension of scope in this area needed to be set against the backdrop of the wider UK-EU relationship. The UK noted the wider relationship had improved and enquired what further conditions would need to be met in order for discussions on such an annex to commence.

The EU noted that, unlike in the case of air traffic management, the UK's ideas in this area were well understood but there was no willingness from the EU to discuss the scope or specifics of a maintenance annex, nor was there any mandate to do so. For it to happen, such an annex should also be in EU interest and currently that was not the case. As regards the UK proposal to start lower-level technical discussions on the maintenance area in order to streamline approval processes for respective industries, the EU did not see a need for them or their usefulness, as the EU considers this a political and not technical matter.

*Conclusion:* The UK proposal was noted, but EU rejected potential expansion of the scope of the TCA by creating new annexes, including on maintenance.

#### **6) Any Other Business**

None proposed.

#### **7) Next Meeting Date and Time**

*Specialised Committee Aviation Safety – EU-UK Trade and Co-operation Agreement*

It was agreed that the next meeting would take place roughly the same time next year in London. The EU and UK secretariats will agree the date, time and venue for the next Specialised Committee meeting through correspondence.

**Annex 1**

**The 3<sup>rd</sup> Meeting of the Specialised Committee on Aviation  
Safety under the EU-UK TCA**

*November 30, 2023  
(13:00 GMT/14:00 CET)  
Hosted by the EU Commission,  
Rue De Mot 24, Room 149, Floor 00  
Brussels*

**AGENDA**

- 1) Welcome**
- 2) Approval of Provisional Agenda**
- 3) Report by EASA and UK CAA on progress with implementation of the Annex on  
Airworthiness and Environment Certification (Annex 30 to the TCA) and outcomes  
of the Certification Oversight Board**
  - A. 20/06/2023 Report on fourth Certification Oversight Board meeting
- 4) Implementation of Article 445(1)(h) -Air Traffic Management**
- 5) Future scope of the Aviation Safety Chapter**
- 6) Any Other Business**
- 7) Next Meeting Date and Time**
  - A. Proposal: TBD – hosted by the UK

**Annex 2**

**The 3<sup>rd</sup> Meeting of the  
Specialised Committee on Aviation Safety  
30 November 2022**

**PARTICIPATION LIST**

**UK Delegation** (22 attendees)

- UK Co-chair of the Specialised Committee on Aviation Safety
- UK Government Officials from Department for Transport
- UK Government Official from Foreign, Commonwealth and Development Office
- UK Officials from Civil Aviation Authority
- UK official from UK Mission to the EU
- Northern Ireland administration Official
- Scottish administration Officials

**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