The Fifth Meeting of the Specialised Committee on Aviation Safety

26 November 2025

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

MEETING MINUTES

1) Welcome

Representatives from the United Kingdom (UK) and the European Union (EU) held the fifth meeting of the Specialised Committee on Aviation Safety on 26 November 2025 in Brussels. The meeting was co-chaired by the UK Department for Transport and the European Commission and held in a hybrid format. For both co-chairs this was their first meeting in this role.

In its opening address, the EU noted that the minutes of the last meeting had been appropriately agreed and published.

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 sixth COB meeting held on 24 September 2025 and in particular noted that:

- CAA and EASA discussed recent organisational and regulatory changes.
- The regulatory changes discussed included implementation of ICAO updates to Annex 8 and the challenges around implemented changes to Part 21, information security management provisions, and changes to Part 26 by 2028.
- It was highlighted that CAA currently remains closely aligned with the EASA rules and that differences are mainly editorial.
- It was noted that the CAA had joined the Hydrogen Working Group, and that EASA welcomes CAA participation in working groups, as long as there is a strong case and relevance to participate.
- Work under the Technical Implementation Procedures is progressing relatively smoothly and four COB Working Group meetings have been held in 2025.
- Particular streams of work that were highlighted involved planned amendments to the Technical Implementation Procedures (TIP) to develop procedures for production with non-validated design data, parts without Form 1, and a process for maintenance of confidence. The work on these initiatives is expected to continue in 2026.

The UK and EU welcomed the report and agreed that there was good on-going technical cooperation within scope of current TCA arrangements. The UK also noted personnel changes in the CAA and EASA and encouraged both parties to continue the strong relationship that has been established to ensure a smooth transition ahead of the sixth Specialised Committee meeting.

4) Report from Technical Agents on Cooperation in Air Traffic Management Cross-border Oversight and Exchange of Safety Information following discussions of the 4th Specialised Committee for Aviation Safety in November 2024.

The CAA and the EASA jointly presented a summary of the main content of the exchange of safety information relating to Air Traffic Management (ATM) and Air Navigation Service Providers (ANSPs) oversight in cross-border delegated areas. In particular the summary noted:

- Exchanges had been constructive but slower than initially hoped.
- Further work is need to map out any regulatory differences and to anticipate planned future changes in UK interoperability requirements.
- Emerging regulatory divergence, particularly regarding ATM and Air Traffic Control Officer licensing, as well as ground equipment rules, was highlighted as a shared concern for which continued dialogue would be needed to safeguard ANSPs delivering delegated services.
- The significance of future ATM equipment conformity and interoperability, particularly as the EU framework becomes fully applicable after the transition period in 2028.

The UK and EU welcomed the report. The UK highlighted that the technical exchanges provide clear value and the issues highlighted underline the importance of maintaining dialogue to safeguard the efficient and safe provision of delegated services. It was agreed for the dialogue to continue and report back to the sixth Specialised Committee.

5) Future scope of the aviation safety chapter

The UK expressed its desire to further strengthen cooperation on ATM, highlighting that under Article 436 of the Trade and Cooperation Agreement (TCA), the UK, EU, their competent authorities, and their ANSPs are obliged to seek interoperability between each other's service providers. To achieve this the UK requested a follow up discussion early next year to discuss how this TCA commitment could be implemented to the mutual benefit of all stakeholders. The European Commission noted this request, but also pointed out that such extension would require a broader political shift and also agreement with the Member States in Council for the EU to react. EC also noted that Article 436 forms part of the Air Transport tile and is thus formally outside the competence of this Specialised Committee.

The UK also reiterated their desire to explore options for closer cooperation in other areas outlined in Article 445(1) of the TCA, such as in maintenance, personnel licensing and flight simulator training devices. The Commission noted this request and again highlighted that they would need to consult with Member States before committing to closer cooperation in these areas.

Conclusion: The UK's proposals on ATM, maintenance, personnel licensing, and flight simulator training devices were noted by the EC. The Commission also noted the need to agree with Member States on any extension and the limits of competence of the Specialised Committee on Aviation Safety.

6) Any Other Business

No A.O.B. points were raised.

7) Next Meeting Date and Time

Proposal: To be decided – hosted by the UK.

It was agreed for the next meeting to be hosted by the UK at roughly the same time in 2026 in London.

Annex 1

Agenda

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

Brussels and online, 26 November 2025 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 environmental certification (Annex 30 to the Trade and Cooperation Agreement) and outcomes of the Certification Oversight Board (COB).**

4. **Report from Technical Agents on Cooperation in Air Traffic Management Cross-border Oversight and Exchange of Safety Information following discussions of the 4th Specialised Committee for Aviation Safety in November 2024**

5. **Future scope of the aviation safety chapter**

6. **Any Other Business**

7. **Next Meeting Date and Time**
   Proposal: To Be Decided – hosted by the UK

Annex 2

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

PARTICIPATION LIST

UK Delegation (XX attendees)

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

EU Delegation (23 Attendees)

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