

# Notes on EASA/Industry Forum – 1000-1155 on 8 June 18 at DfT

This reflects the meeting Agenda items and the contemporaneous notes reflecting DAA's understanding of topics discussed during the meeting:

## 1 Revision of the Basic Regulation

Revising text will be presented to the EU Parliament later in June for action September.

## 2 Management Board Activities

The first of 2 meetings since last Forum focussed on performance-based management/ oversight. The Agency is stressing that it is committed to ensuring safety without additional regulation.

The second meeting was mainly about Agency administration (including their budget difficulties that were not helped by BREXIT). Patrick Ky reported on the EASA Safety Review – the report is on their website and includes the Southwest accident<sup>1</sup>.

Again, they stressed that they will default to rule-making to fix problems. Other issues:

- They are continuing to push their Data projects – Big Data is seen as the way to understand what is happening and where the risks are – a shame that no-one seems to report GA safety data apart from UK.
- Report on assessment of standardisation across EU shows little has changed: UK remains mid-table.
- Of those 'foreign' airlines operating in EU, Air China is reported as the worst performing.
- GA Road-map v2 is to be issued next year – not yet written.
- Work on a Helicopter Road-map has started but this has exposed conflict between the EU's and UK's helicopter data.
- BA rep noted that EASA had issued Safety Advice direct to operators, which was out of process (should be done via CAA) and potentially placed operators out of step with their Flt Ops Inspectors' expectations.

## 3 Update on EASA Committee meetings

There are no voting issues at the next meeting.

- Opinion 05: Flight Crew Licencing – 400 pages of adverse comment from industry had been ignored and this could place Synthetic Flight Examiner organisations and individuals out of business in UK.
- NATS rep noted that some Opinions had been issued at the same time/before the NPA – DfT asked for examples to take back to EASA.
- Observation that EU Data tends to be broader but shallower than UK Data – especially on GA. [The York Report into GA is now on the CAA website?]
- Opinion 03 covers ATM; NATS were concerned that the 'common requirements' will be lost if they are not completed by the time of BREXIT.

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<sup>1</sup> Mid-air engine explosion & passenger death (?)

**4      Implementing Rules** - Revision to '965' Drugs & Alcohol Ramp Testing is pending.

**5      Progress on SAB, MAB/TeBs Advisory Board** – Nothing to report

**6      Industry Experiences**

- Industry felt that changing someone's title from 'Rule-Making Expert' to 'Safety Expert' does not actually improve the way EASA does business; some people had been some particularly effective on the safety front despite the former title – others with the new title were not!
- HEMS rep noted that 1300 complaints had been raised against HEMS FTL – and thought EASA may ditch it as it would put all French and Norwegian HEMS out of business by introducing FTL for crew-members.
- For info: The CAA website has an Exposition Template that includes uploads from EASA where CAA thought the EASA one was better.

**7      EU Exit Update**

- June council was the next summit.
- Since March, the PM had made a Mansion House speech explaining the intention to stay in EASA, accepting ECJ authority (in that area) and UK payment for continuing membership, from 30 March, throughout a transition period to 31 Dec 2020.
- Also, a back-stop, UK government would agree to align with EU until 2022 and avoid an Internal Irish Border; that alignment would start after transition; the government recommendation for the border is on the Gov website.
- Taskforce 50 scoping discussion is aimed at achieving a comprehensive agreement and EASA engagement.
- Industry asked if DfT had engaged EASA DG-Move directly – and noted that 500 simulator instructors would be forced to move state of certification in October if there was no certainty over the future so they can continue to train non-UK pilots. (EASA Desk-officer level believes it will be a Hard BREXIT.)
- DfT said there can be no legal certainty until the October (summit) declaration; the next Task Force 50 topic is EASA.
- AOPA expressed concern over the longer-term access to Galileo and EGNOS.
- It appeared that discussions within Europe are becoming increasingly negative.
- There was some discussion over whether aviation could be considered an Area of Special Arrangement.
- A government White paper on future arrangements with EU includes aviation - but the date of publication had not been announced(!). DEXEU are keeping tight reigns on all BREXIT communications.
- DfT suggested there was still a case for industry to approach ministers on related issues to help press the case for industry – ministerial awareness's of an issue was rarely a bad thing.

- In terms of contingency planning, the Withdrawal Act **will** include all elements of EASA rules if there is a Hard BREXIT.
- However, with the itself split on aspirations for the future, it was impossible for DfT to predict what is required – not a little frustration evident in DfT and CAA staff!

## **8 Next Meeting**

- Tba – **based** on next Management Board or, if there were none in remainder of 2018, around the end of 2018. [PMN: Now tentatively scheduled for 17 or 18 Oct 18]

## **9 AOB**

- All already covered.

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