



**Minutes of Meeting**  
**Air OPS TeB 2021-02**  
**16-17 November 2021**  
**EASA, via WebEx**

**Organised by** Flight Standards Directorate, Air Operations Department (FS.2)  
**Ref.** Draft  
**Attendees** Air OPS TeB members and observers; EASA staff

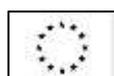
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<b>Next meeting:</b>
16-18 May 2022

<b>MoM Distribution:</b>
All meeting participants

<b>MoM prepared by</b>	Julia Scholl	24.11.2021	[Signed]
<b>MoM reviewed by</b>	Micaela Verissimo	25.11.2021	[Signed]
	Francesco Gaetani	24.11.2021	[Signed]
	Eduard Ciofu	01.12.2021	[Signed]



**DAY 1****1. Welcome and introduction***Presented by: E. Ciofu*

The meeting started at 09:30 a.m. and the Chair E. Ciofu welcomed the WebEx meeting participants.

**2. Adoption of the agenda***Presented by: E. Ciofu*

Several MS mentioned difficulties related to the use of DMS, such as denied access and the necessity to regularly update the members' access data, which is considered inconvenient. MS would also welcome an increased user-friendliness of DMS and the possibility for longer periods of inactivity (at least one year) before the system automatically removes the account that it considers inactive.

**Conclusion: The meeting agenda was adopted with the recommended items order.**

**Action: FS.2.1 to inform the DMS process owner (SM.2) of the difficulties related to the use of DMS.**

**3. Adoption of the minutes of the previous meeting and review of actions***Presented by: E. Ciofu*

Some MS requested that the MoM should be distributed via email in addition to their availability on DMS.

**Conclusion: The minutes of the previous meeting were adopted, and the action table was reviewed. Only one AP (2019-01-04, related to CCTV) remains open.**

**4. Return to Normal Operations (RNO) – Update***Presented by: E. Ciofu*

E. Ciofu reported on the activities under the **RNO** project according to **AI 4** (see presentation).

The current trends show positive signs of recovery in terms of flight numbers and the reduced use of flexibility provisions. An analysis of the pandemic times shows that that fragmented and uncoordinated measures market measures on the part of some MS, despite the guidance received, were an obstacle to the quick and safe recovery. While the pandemic brought some opportunities, leading for example to the implementation of positive changes, such as remote oversight and the use of fast regulatory instruments, latent risks remain and need to be identified and mitigated.

The presentation received positive feedback from MS, which thanked EASA for the support provided. EASA expressed its appreciation for the MS' cooperation and announced the closure of the RNO project, except for the stream 'Public Health matters' that might become the foundation for the work on safety of passengers.

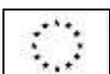
**Conclusion: the RNO project is closed, but EASA and MS will need to continue working together to address risks and foster recovery.**

**5. Air OPS Regulations: Regulatory Update – General***Presented by: M. Verissimo*

M. Verissimo updated MS on regulatory activities in the area of air operations (see IP **AI 5.1**, **AI 5.2**, **AI 5.3** and **AI 5.4**) and emphasised a multitude of challenges expected in 2022, e.g. due to resources constraints. To address these challenges, EASA intends to clarify priorities by initiating a discussion on EPAS 2023-2027 during the next Air OPS TeB meeting. MS requested to reduce to a minimum the delay between the publication of IR and the related ED Decision.

In relation to IP AI.5.2, MS requested more time to provide feedback on the questions raised by EASA.

**Action: MS are invited to provide their views in writing by 10 December (to [air\\_ops@easa.europa.eu](mailto:air_ops@easa.europa.eu)) regarding the questions raised in IP AI 5.2, on the transposition of certain ICAO SARPs related to Article 83 bis of the Chicago Convention and training for FOO/FD.**



## 6. Evidence-Based Training (EBT)

*Presented by: AESA*

AESA provided an update on handling the approval of Evidence-Based Training (EBT) programmes (see presentation **AI 6**) that was welcomed by the MS.

The presentation highlighted that the successful implementation of EBT requires a commitment from both the authority and the operator to work together, as well as strong synergies between the OSP and FCL domains. Several other MS mentioned that they are also starting to work on EBT implementation.

**Conclusion: Regulators need to be prepared for the transition to EBT, with adequate resources and working methods in place to ensure successful implementation.**

## 7. ORO.FC.230(c)(2) – Requirements for pilots performing line checks

*Presented by: D. Douzi, A. Russo*

Some MS requested the interpretation of the term ‘suitably qualified commander’ in point ORO.FC.230(c)(2), particularly in the context of small operators.

EASA explained its understanding that pilots nominated by the operator to conduct line checks need to hold the type rating for the aircraft type being used for the check and to have undergone the applicable operator conversion course (OCC) on that type.

Nevertheless, EASA recognises that there is a need to offer some flexibility for the OCC, to address exceptional operational circumstances.

With Opinion 02-2021, EASA proposed new AMC material to clarify the minimum qualifications for pilots conducting line checks, and amended the rule to offer some flexibility for the OCC.

EASA proposed to develop further AMC to cover training requirements for line checkers temporarily joining the operator for the conduct of line checks, offering some flexibility for the OCC. This AMC material could be limited to CAT only or be extended to NCC operators.

MS provided mixed feedback: while some CA expressed disagreement with the position of the Agency, considering that it does not offer enough flexibility, especially for business operators with small fleets, others thanked EASA for the effort and expressed their anticipation of the finalisation of the new AMC. Some MS further requested EASA to consider a possible alleviation for small air taxi and/or helicopter operators to allow the operator’s nominated post-holder responsible for crew training to perform the line check if type-rated on a similar type.

**Conclusion: It is recognised that flexibility is needed, but there is still some need to discuss its modalities. EASA reminded MS that it is not possible to have rules that address all exceptional circumstances and emphasised the need for proportionality to avoid distortion of the level playing field.**

**Action: EASA will consider the feedback received on the topic of requirements for pilots performing line checks and may schedule further discussions with MS on this topic in Q1/2022.**

## 8. Topics raised by MS (Part 1)

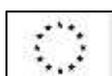
*Presented by: CAA MT, AESA, IAA*

MS raised several topics (see presentations and IPs related to **AI 8**) that were addressed as follows:

### Implementation of competency-based framework in the context of DG

CAA MT requested EASA guidance on the implementation of the competency-based framework in the context of DG. The DG Expert Group (DGELG) started a WG to discuss this issue and MS are invited to liaise with the DGELG on all related questions.

**Conclusion: The DGELG should ensure that the work done on CHTA implementation is well known at national level.**



#### Use of simulators for helicopters

EASA highlighted that MS have no common approach regarding the use of simulators for helicopters and that Opinion 02/2021 did not establish alleviations for SE H. MS highlighted that small helicopter operators have a hard transition to use simulators, linked not only to their reduced availability but also to low interest from the community. EASA made a presentation on FSTD capability Signature and highlighted that the Helicopter Expert Group (HEG) is the perfect forum to monitor this topic and investigate possible solutions.

**Conclusion: MS welcomed the presentation on FSTD Capability signature, which will help with this issue, and highlighted the need for change management for instructors, to increase the use of simulators in the small CFR helicopter industry segment.**

**Action: HEG to take up the issue of FSTD Capability signature to increase the use of simulators in the CFR helicopter industry segment.**

#### Requirements for operations of complex motor-powered aircraft by foreign operators in the EU

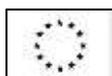
IAA raised the topic of requirements for operations of complex motor-powered aircraft by foreign operators in the EU in the aftermath of Brexit. There is no responsibility for EU MS or EASA to conduct oversight of such operations under the Air OPS or TCO rules. Ireland, as the State where the operations are takes place, is authorising them under national law, and requiring them to comply with Part-SPO requirements and was seeking feedback from other MS on how they are dealing with these operations. IAA also expressed a concern that that there may be a gap in the total safety oversight of operators of CMPA in the EU, and that this may attract other MS-based aeroplane owners to TC operators. Other MS, such as ES, mentioned that they are also dealing with third-country SPO operators under national law.

**Conclusion: We need to continue to monitor this issue and consider the need to act if we see a wide-spread practice of such operators. MS are reminded that those operations need to comply with the Essential Requirements and should also be subject of ramp inspections (SAFA) which allow to take enforcement actions in case of major safety deficiencies. Since the issue is to a large extent linked to the effects of Brexit, we also need to monitor the political situation.**

#### Regulatory framework for demonstration flights in the context of AOC initial certification.

Furthermore, IAA raised an issue related to GM1 Article 2(1)(d) Definitions, which gives examples of operations identified as non-commercial operations that may be conducted on an irregular basis by AOC holders. One of the examples given is demonstrations flights, defined as flights performed with the purpose of demonstrating: '(1) an aircraft's handling, performance and functionalities to buyers or lessees; (2) an aircraft's flying characteristics or the operational procedures to the competent authority, for verification of compliance with the operational requirements, as per ARO.GEN.310(a)'. IAA recalled that ARO.GEN.310(a) refers to the Initial certification of an operator, and in that case the aircraft is not included in the AOC yet. IAA was seeking input from other MS on how they are handling this topic, whether they were requiring the demonstration flight to be subject to a declaration from the operator under Part-NCC. It was recognised that the topic is limited, since frequently the demonstration flights take place after the AOC is issued, as this is allowed by the rules. Regarding those cases where the demonstration flight takes place before the issuance of the AOC, MS gave mixed feedback, with some MS stating that they required a declaration, while others stated the opposite. EASA highlighted that the main purpose of a declaration is to ensure that the authority is aware of the operation and that the operator declares its compliance with requirements. In the case of a demonstration flight for the issue of an AOC, the certification process is sufficient to establish control. ENAC reminded MS of the need to obtain a formal approval with EASA Form 140 for any SPA that might be required during a demonstration flight, e.g., RVSM.

**Conclusion: In the cases where a demonstration flight under ARO.GEN.310(a) is conducted before the issue of the AOC, there is no need to require the operator to issue a declaration under Part-NCC since the NCA should already be aware of the operators' management system through the certification process.**



Applicability of the derogation in Article 6(3)(b) of Regulation 965/2021 in the case of third-party service providers.

IAA also raised the issue of applicability of the derogation in Article 6(3)(b) of Regulation 965/2021 in the case of third-party service providers. GM1 ORO.DEC.100 Declaration states that when the non-commercial operation of a CMPA is managed by a third party on behalf of the owner, that party may be the aircraft operator and, therefore, be subject to a declaration. This could mean in this case that the derogation in Article 6(3)(b) would no longer apply, which is not necessarily what was intended. EASA recalled that the purpose of the derogation on Article 6(3) was to avoid that some marginal flights would fall into Part-NCC/SPO, and that in this case there could be some unintended effects, for example organisations ferrying flights and the end of lease.

**Conclusion: EASA will consider this issue and whether further guidance and clarification are needed to ensure the proper application of the derogation provided by Art. 6(3).**

**9. Opinion 02/2021 (RMT.0379 & RMT.0599) – All Weather Operations & ORO.FC**

*Presented by: F. Arenas Alvarino*

F. Arenas presented **AI 9** related to Opinion 02/2021 (RMT.0379 & RMT.0599) 'All Weather Operations & ORO.FC' (see presentation) that received a positive vote at the EASA Committee in October 2021.

**Conclusion: MS welcomed the presentation related to Opinion 02/2021 that allows technological advancement and modernisation of EASA rules and urged EASA to expedite the issuance of accompanying AMC/GM.**

**DAY 2**

**10. Standardisation matters**

*Presented by: S. Ladiesse*

S. Ladiesse informed MS on past and future standardisation activities including the return to on-site inspections since September 2021. EASA presented the 9<sup>th</sup> edition of the OPS Continuous Monitoring Bulletin providing an overview of standardisation activities and results during the period January – June 2021 (see presentation **AI 10.1** and IP **AI 10.2**). MS particularly expressed their appreciation for issuing the CMB and emphasised its usefulness.

MS provided mixed feedback on the EASA proposal to reintroduce regular standardisation meetings to tackle more specific topics; however, there was an agreement on the possibility of thematic meetings for some standardisation topics due to more ample outreach. On the other hand, MS were positive on the current Air OPS TeB setup and considered it very useful as it greatly facilitates the MS' engagement with the industry. Some MS wish for live Air OPS TeB meetings (at least one per year) when the COVID-19 pandemic subsides.

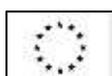
**Conclusion: MS supported the proposal to organise sporadic thematic meetings on specific standardisation topics, however they should not replace the regular AB-structure of TeB and MS find the current frequency of plenary TeB meetings optimal.**

**11. Oversight of Group Operations (GO)**

*Presented by: F. Gaetani*

F. Gaetani presented an update on the ongoing GO project including subgroups working on the first 3 clusters (Management System, Crew Training and Checking and Flight time limitations). As the work has been adversely affected by resources issues, new priorities were established, and publication of the guidance is expected in Q1/2022 to support the effort invested in cooperative oversight. Details are provided in the briefing note shared after the meeting.

EASA highlighted that ICAO high-level conference considered it a priority to expand the concept of cooperative oversight to other domains which is a step towards modernisation of the EASA framework.



**Conclusion: EASA thanked MS for testing this approach and invited MS to provide input in terms of urgency and importance of this work.**

## **12. Revised SIB 2016-02R1 'Use of Erroneous Parameters at Take-off'**

*Presented by: H. Julienne*

H. Julienne presented the revised SIB 2016-02R1 'Use of Erroneous Parameters at Take-off' which is designed to raise MS and operators' awareness and to recommend some mitigation in the areas of FDM, FC training and management system. The revised SIB includes additional guidance in the area of FDM as many operators had not defined specific FDM events due to lack of guidance.

**Conclusion: EASA urged MS to give SIB 2016-02R1 due attention and to include it in the oversight activities (FDM oversight checklist) to determine whether operators considered it within the frame of their hazard identification process.**

## **13. Paperless cockpit - guidance and information**

*Presented by: L. Calleja-Barcena, AESA, CAA RO*

EASA stated that it became evident that EFB is a great success; however, due attention should be given to further digitalisation of processes in the authorities. MS welcomed three presentations on Digitalisation, as EASA, AESA and CAA RO reported on the ongoing activities and work done to implement digital processes in the authorities (see presentations **AI 13**). EASA thanked the contributors for sharing their valuable experience and lessons learnt and highlighted the need to move away from traditional concepts when writing rules and start thinking digitally.

**Conclusion: EASA emphasised that from a legal perspective there are no impediments to the carriage of electronic documents in Europe and encouraged MS to fully embrace the process of digitalisation. The acceptability of electronic documents outside Europe is still being discussed at an international level. ICAO started a task to enable paperless documents until 2024.**

## **14. Update on Reg. (EU) 2021/1296 of 4 August 2021 related to Fuel/energy planning and management**

*Presented by: F. Arenas Alvarino*

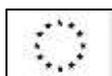
F. Arenas Alvarino provided an update on Reg. 2021/1296 related to Fuel/energy planning and management (see presentation **AI 14**) and informed MS that the industry had taken a progressive implementation approach regarding flexibility introduced with this regulation. EASA reminded MS that this Regulation becomes applicable on 30.10.2022 and announced that EASA will support the implementation by developing related Safety Promotion and organising some webinars. Some MS raised the issue of increased costs and resource demands. EASA acknowledged that there may initially be increased costs for airlines and authorities related to the approval of fuel schemes, but emphasised that this evolution is necessary, and requires MS to work together with industry. **Conclusion: MS welcomed the presentation related to Reg. (EU) 2021/1296 of 4 August 2021 on Fuel/energy planning and management and urged EASA to expedite the issuance of accompanying AMC/GM.**

## **15. Feedback on ICAO OPS matters**

*Presented by: F. Gaetani, F. Arenas Alvarino*

F. Gaetani and F. Arenas Alvarino provided an overview on ongoing activities at the ICAO level, focusing on the topics on the agenda of the FLIOPSP, AWO SG, ICAO ICSG and the DGP. MS welcomed the update (details shared after the meeting) and thanked F. Gaetani for his valuable contribution to the work of the Flight Ops panel.

ENAC highlighted that the VPT/Visual RNAV issue has not been yet monitored at the EASA level although some large EU CAT operators are already flying in critical aerodromes using this non-standardised concept. Furthermore, ENAC reminded that, according to the EU law, the local CA shall be different from ANS providers



and invited EASA and other MS to support ENAC's position that the ICAO circular should require the mandatory involvement of the local authority and not only of the air navigation service provider as per the current draft.

**Conclusion: EASA invited MS to support EASA engagement at the ICAO level and to help define priorities.**

## 16. Topics raised by MSs (Part 2)

*Presented by: DGAC FR, DAC LU*

MS raised several topics (see presentations and IPs related to **AI 16**) that were addressed as follows:

### Potential level-playing field issues with GRF implementation related to access to data for LDTA assessment.

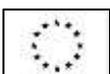
DGAC FR shared information on their work addressing potential level-playing field issues with GRF implementation related to the availability of performance data for LDTA assessment. There are concerns about a possible level-playing field distortion for operators of aircraft type with no LDTA data available that have to use the generic factors. DGAC FR is investigating these issues by checking the new LDTA requirements during ramp inspections and has presented the first results of these inspections targeting aircraft with no data available and aircraft for which data have been released very recently. EASA is aware of the difficulty of certain operators in obtaining LDTA data for old designs or for cases where the TC holder is no longer existing. For these reasons constant exchanges are on-going with some OEMs, in particular with Textron, which is progressing in the development of a methodology to adapt existing AFM data to the purpose of the LDTA. It is however expected that a residual number of cases will remain where generic factors have to be used.

**Conclusion: EASA supports the uniform implementation of the new GRF provisions and indicated that the conclusions of the survey done by DGAC FR could be shared with the PDF WG for further implementation in the RIM Appendix 1.**

### Amendment to AMC1 CAT.IDE.A.220 'FAK' and the use of additional equipment, in particular the airway management devices and AED

In relation to the new AMC1 CAT.IDE.A.220 'Content of first aid kits', there were a number of questions raised by authorities, including the presence of an automated external defibrillator (AED) on board, location of medical kits, difficulties regarding the use of the 'airway management device' (AMD) and their availability on board of cargo aircraft. There were some questions on whether an AltMoC to the AED requirement would be possible. Furthermore, DAC LU expressed their wish for a more convenient transition for such amendments. EASA explained that AMD are included in the additional equipment kit since their use ensures considerably higher survival rates in cases of loss of consciousness, especially when it includes neurologic pathology such as stroke or head trauma. As there are different types of AMD (ranging from intubation to oropharyngeal airway), some of which require only very basic training (such as the oropharyngeal airway which was part of the first aid kits for cars), the operator can decide on the type used depending on which it deems most practicable. Some additional training may be included in the regular first-aid training to ensure efficient use of the AED and other equipment, including the AMD. That would also be valid for the flight crew in cases where the operations do not involve a cabin crew to allow the flight crew to provide essential first aid either in flight, if that is operationally possible, or after landing before emergency teams could assist. Regarding the use of AMD in cargo operations, there might be some fine-tuning of the wording in the future amendments of AMC1 CAT.IDE.A.220.

ENAC emphasised the importance of the availability of a defibrillator for the life of passengers (i.e., for flight safety) and disagreed with a SACA classification as Cat G or Cat 1 finding as it is not in accordance with the official definition of those categories. Furthermore, ENAC suggested that if any operator is not able to fulfil the new requirement, an Art. 71.1 should be issued by the CA and only then any SACA finding could be managed as Cat G.



**Conclusions: Operators may decide what type of AMD to use in the context on national emergency response requirements which may limit the use of certain devices to medical personnel only.**

**Some additional training may be needed within the regular first-aid training to ensure efficient use of the AED and other equipment, including the AMD.**

EASA clarified that an AltMoC to the AED cannot be evaluated positively by EASA since there is no other equipment or procedure to ensure a similar level of safety. However, in case of cargo operations, if certain equipment is superfluous due to the absence of passengers or inability of the crew to use it (minimum crew operations), AltMoCs may be used.

EASA accepted ENAC's comment on the importance of the availability of an AED on board and reminded the Air OPS TeB members that the policy agreed at the RICS 13 meeting giving the operators more time to implement the new requirements is still valid and that no related issues have been recorded.

**Action: EASA to include in the agenda of the next Air OPS TEB meeting a discussion on the end of the grace period related to the availability of an AED on aircraft with at least one cabin crew member.**

#### Landing site minima (CAT SET-IMC)

DAC LU shared information regarding a study conducted with an operator to address their specific concerns regarding acceptable operating minima for aerodrome selected as landing sites for CAT SET-IMC operations. The study highlighted that some criteria (training, procedure, demo flight) are paramount to ensure successful safe forced landing in case of an engine failure. EASA thanked DAC LU for sharing valuable information. As it was identified that some MS had introduced specific minima applicable to landing sites, EASA kindly asked these MS to provide information and any available data related to these minima so that their concerns are fully understood. EASA presented its view on the issue, and especially on the impracticability to specify such minima and proposed a way forward, which was accepted by all participants. The proposed way forward foresees the definition of criteria, based on the outcome of the DAC LU study, which will be published as safety promotion material in a first step and then integrated in AMCs to SPA.SET-IMC within the frame of RMT.0392.

**Action: EASA invited MS, which specified minima for SET-IMC landing sites, to provide feedback by 10 December (to [air\\_ops@easa.europa.eu](mailto:air_ops@easa.europa.eu)) regarding the rationale for their definition.**

## **17. AOB**

*Presented by: EASA, MS*

There was not enough time to cover AOB items during the meeting, so the following are post-meeting notes on AOB that EASA and MS intended to present.

#### Compliance with CVR mandate for B787

Information on this topic will be circulated separately to MS.

**Action: EASA to circulate information on compliance with CVR mandate for B787 to Air OPS TEB.**

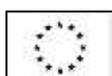
#### Flights of on-demand operators to the UK without a UK TCO authorisation

At a recent meeting with the UK CAA, EASA FS.2 was informed that many on-demand EU operators are flying to the UK without a UK TCO authorisation, in breach of applicable UK rules.

UK CAA indicated that they do not plan to take enforcement actions for now, but that it could happen in the future, following developments in the political situation. UK CAA asked EASA to inform MS accordingly.

#### Handling of immediate safety concerns (ISC)

CAAL NL wanted to raise the topic of the handling of an immediate safety concern (ISC) when drafting a report. CAA NL considers that once an ISC is corrected (with evidence), it should be regarded as a corrected ISC and



therefore closed and reported as such, and ‘reopened’ as a class D finding, in order to address the corrective action - like oversight by an authority issuing a level 1 finding, closing it after correction, and reopening it as a level 2, in order to address the corrective action. Furthermore, when such an ISC is a sub-element of a finding, CAA NL considers that the whole finding should not be classified as G. CAA NL was interested in the views from other MS. CAA NL position was supported also by ENAC-IT.

EASA has considered NL’s arguments and has found the following.

According to Reg. 628 Art. 17(1), the authority needs to propose a correction and a corrective action for class D and class G. The correction eliminates the non-compliance, whereas the corrective action eliminates its causes, thus preventing re-occurrence. In the case of class G findings (ISCs), according to Art. 19(1) of Reg. 628, the correction shall be “immediate” (as the safety concern is immediate). Once such immediate correction is implemented, the immediate safety concern is mitigated; however, the corrective action is still missing. Therefore, re-occurrence of the ISC cannot be excluded yet. Therefore, EASA does not find it appropriate to close the class G finding, and to re-open a new class D finding to track the corrective action. It would artificially increase the number of findings (2 for each ISC, first a G then a D), alter the reference dates (new finding = new timeframes to agree on CAP etc) and create extra administrative work.

In addition, EASA disagrees that when an ISC is a sub-element of a finding, the whole finding should not be classified as G. Class G findings should be specific, i.e., if the team discovers an ISC on “approval of EFB” they will not mention it as a bullet point in a wider/generic finding on “initial certification”.

Since the topic is not of exclusive Air OPS relevance, EASA invites CAA NL and any other MS that have similar questions and concerns to address them at the regular National Standardisation Coordinators’ meetings, where they can be further discussed. The next NSC meeting is scheduled for 09 December 2021.

**Action: CAA NL and any other MS that have similar questions and concerns on the handling of ISC are invited to address them at the regular National Standardisation Coordinators’ meetings, where they can be further discussed.**

Difference between organisation requirements in Part-CAMO and ORO.GEN

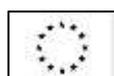
CAA NL would like to raise awareness that the organisational requirements in Part-CAMO are not all identical (are more restrictive) to the organisational requirements of the AOC holder pursuant ORO.GEN. For instance:

- CAMO.A.130 requires prior approval of key persons (NP CAW, Safety Manager, Compliance Monitoring Manager) while ORO.GEN could be interpreted that these are non-prior approvals.
- CAMO.A.150 requires the ‘identification of root causes and contributing factors to the non-compliance’.
- CAMO.A.202 requires an internal safety reporting scheme. In ORO this is only Guidance Material.

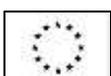
EASA considers that this topic deserves further clarification and will include it in the agenda of the next meeting of the Air OPS TEB.

**Action: to include the topic of organisation requirements in Part-CAMO and ORO.GEN in the agenda of the next Air OPS TEB meeting.**

Action list					
Action	What	Who	When	Status	Comments
2019-01-04	To clarify the CCTV issue, NAAs are invited to provide their comments. The Air OPS TeB position will be consolidated and discussed with security FP to find a balanced solution.	NAAs  EASA	By 14 June 2019 Asap	In progress	May 2019: Open. Nov. 2019: In progress. WP presented by EASA at the AVSEC Committee (SEP/2019), which did not conclude on the spot. The



					<p>matter is still being pursued by EASA and EC.</p> <p>Sep. 2019: In progress.</p> <p>May 2021: In progress.</p> <p>EASA is not the decision maker on these policies and ICAO is reviewing the security manual 1198-restricted. During a meeting with ICAO Secretariat, the lack of clarity of wording was highlighted; however, the work was delayed due to the pandemic. When clarified at ICAO level, detailed AMC will be included in RMT.0392.</p> <p>Nov. 2021: In progress.</p> <p>More clarity should be provided after the publication of the related ICAO document early 2022.</p> <p>Dec. 2021: In progress.</p>
2021-02-01	FS.2.1 to inform the DMS process owner (SM.2) of the difficulties related to the use of DMS.	EASA	ASAP	C	Nov. 2021: Closed. The information on DMS issues was passed to SM.2 after the Air OPS TeB meeting 2021-02.
2021-02-02	MS are invited to provide their views in writing by 10 December (to <a href="mailto:air_ops@easa.europa.eu">air_ops@easa.europa.eu</a> ) regarding the questions raised in IP AI 5.2, on the transposition of certain ICAO SARPs related to Article 83 bis of the Chicago Convention and training for FOO/FD.	MS	By 10 Dec. 2021	C	Nov. 2021: Open. Dec. 2021: Closed. Feedback was received from FOCA and LBA.
2021-02-03	EASA will consider the feedback received on the topic of requirements for pilots performing line checks and may schedule further discussions with MS on this topic in Q1/2022.	EASA	ASAP	C	Nov. 2021: Open. Feb. 2022: Closed. EASA will consider comments received. The ED Decision should be published on 30.06.2022.
2021-02-04	HEG to take up the issue of FSTD Capability signature to increase the use of simulators in the CFR helicopter industry segment.	HEG	ASAP	C	Nov. 2021: Open. Dec. 2021: Closed. The HEG Chair confirmed that this issue will be addressed at the next HEG meeting scheduled for Q1-Q2/ 2022. The conclusions will be



					reported to the Air OPS TeB.
2021-02-05	MS, which specified minima for SET-IMC landing sites, are invited to provide feedback by 10 December (to <a href="mailto:air_ops@easa.europa.eu">air_ops@easa.europa.eu</a> ) regarding the implementation of limits related to Landing site minima (CAT SET-IMC) and the rationale for their definition.	MS	By 10 Dec. 2021	C	Nov. 2021: Open. Dec. 2021: Closed.
2021-02-06	EASA to circulate information on compliance with CVR mandate for B787 to Air OPS TEB.	EASA	ASAP	C	Nov. 2021: Open. Dec. 2021: Closed. The related post-meeting note was shared with the Air OPS TeB members after the Air OPS TeB meeting 2021-02.
2021-02-07	EASA to include in the agenda of the next Air OPS TEB meeting a discussion on the end of the grace period related to the availability of an AED on aircraft with at least one cabin crew member.	EASA	By next meeting	C	Nov. 2021: Open. Mar. 2022: Closed. The topic has been included in the agenda of the next Air OPS TeB meeting.
2021-02-08	CAA NL and any other MS that have similar questions and concerns on the handling of ISC are invited to address them at the regular National Standardisation Coordinators' meetings, where they can be further discussed.	MS	ASAP	C	Nov. 2021: Open. Dec. 2021: Closed.
2021-02-09	To include the topic of organisation requirements in Part-CAMO and ORO.GEN in the agenda of the next Air OPS TEB meeting.	EASA	By next meeting	C	Nov. 2021: Open. Dec. 2021: Closed. The topic has been included in the agenda of the next Air OPS TeB meeting.

