



Minutes of Meeting
Air OPS TeB 2021-01
19-20 May 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

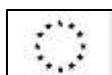
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Next meeting:
16-17 November 2021

MoM Distribution:
All meeting participants

MoM prepared by	Julia Scholl	26.05.2021	[Signed]
MoM reviewed by	Micaela Verissimo	10.06.2021	[Signed]
	Francesco Gaetani	27.05.2021	[Signed]
	Eduard Ciofu	14.06.2021	[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*

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

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

Conclusion: The minutes of the previous meeting were adopted and the action table was reviewed. AP 2020-01-02 related to the policy paper on online checks was closed after a discussion under AI 11. 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 progress of the RNO project according to AI 4 'Return to Normal Operations (RNO) – Update' (see presentation) that received positive feedback from MS. The main topics presented were: the concept of targeted exemptions and the related activities conducted in cooperation with ICAO; the work performed in relation to vaccine transportation; the November 2020 Addendum to the Aviation Health Safety Protocol; and the EASA SIB 2021-06 on Aircrew Vaccination. In this respect, EASA called on the MS to follow the EASA SIB. EASA also highlighted the upcoming Safety Week dedicated to post-COVID-19 ramp-up, which is scheduled to take place 21-24 June 2021, and invited MS to join and contribute.

EASA emphasised that the outlook for 2021 is not very positive, and the difficult situation in the aviation sector caused by the COVID-19 pandemic will continue in the next years. Although it mostly affects the industry, regulators are not immune to the crisis and are also experiencing difficult times. EASA reiterated its intention to continue providing any possible support to MS.

Conclusion: MS welcomed the report on activities related to the RNO and thanked EASA for the support provided so far, despite the bleak outlook expected for 2021 due to the COVID-19 pandemic.

5. Return to Normal Operations (RNO) – oversight of cabin cargo operations*Presented by: AESA*

AESA presented AI 5 'Return to Normal Operations (RNO) – oversight of cabin cargo operations' (see presentation) describing its experience with the oversight of cabin cargo operations in the context of RNO.

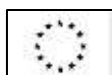
EASA reminded MS that once an STC has been approved, there is no need to grant an exemption any longer. This means that before granting an exemption to transport generic cargo, the MS should verify the status of the STC available on the EASA website: www.easa.europa.eu/download/stc/STC_WebList.pdf.

EASA underlined that only expiring exemptions can be extended to bridge the time needed to receive the STC approval. Moreover, EASA explained that CAs should monitor, during oversight activities, how the operator is complying with the limitations addressed in the granted exemption or in the approved STC.

Conclusion: EASA welcomed the presentation and the efforts of AESA regarding the oversight of cabin cargo operations. AESA offered to share with other MS the checklists used for in-flight inspections.

Action: EASA to share with the Air OPS TeB the AESA checklists used for in-flight inspections.

Post-meeting note: The checklists have been posted on DMS.



6. Air OPS Regulations: Regulatory Update – General

Presented by: M. Verissimo

M. Verissimo provided an overview on the latest rulemaking developments in the domain of air operations (See IP **AI 6** 'Air OPS Regulations: Regulatory Update – General').

EASA highlighted that an amended Commission proposal on fuel will be presented at the next EASA CMT. This proposal already considers the comments received from MS and proposes to postpone the applicability date of the new rules until 31 October 2022, following a request from the industry. The Agency also emphasised that it continues working with some MS on the comments raised in relation to AMC/GM. Finally, EASA reminded MS of SPT.097, which will develop supporting material for the implementation of the new rules on fuel, including a fuel manual and a checklist for authorities. A series of webinars on fuel-related topics is also foreseen for Q4/2021 and 2022.

Conclusion: MS welcomed the update provided and thanked EASA for the efforts made to support MS.

7. Covid-19 risk portfolio

Presented by: A. Krastins

A. Krastins provided an update on the Covid-19 risk portfolio published by the Agency (see presentation **AI 7**) which showed erosion of competences.

EASA emphasised the lack of data as a source of safety information in the current environment and the negative impact of the Covid-19 situation on the reporting culture. EASA also highlighted the necessity to adjust oversight to the type of risk and invited MS to raise alert about developments that could lead to a potential safety threat.

Conclusion: MS welcomed the presentation and the risk portfolio, highlighting that it provides valuable data for their oversight and risk management activities.

8. Ramp inspection programme

Presented by: J. Jansen

J. Jansen provided an update on the last RICS meeting, focusing on RNO guidance, alcohol testing and the future of the ramp inspection programme (see presentation **AI 8** 'Ramp inspection programme').

EASA highlighted that 2021 marks the 25th anniversary of the ramp inspection programme, which is a clear success story for aviation safety in Europe and world-wide. EASA also introduced a 3-year project 'Future of RAMP' with the involvement of the industry and MS representatives to review and to improve the programme, focusing on the scope and methodology, with a view to strengthening its risk-based approach and ensuring that it remains relevant in the future.

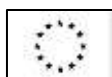
Conclusion: MS expressed their support for the 'Future of RAMP' project and welcomed the presentation.

9. Operational approvals issued by non-EU SoR

Presented by: DGAC FR

DGAC FR presented **AI 9** 'Operational approvals issued by non-EU SoR' (see presentation) with an ensuing discussion that referred to a previous exchange on the topic of mandating the registration of GA operators (more or less) permanently based in the MS. This discussion was initiated several years ago as a consequence of an ICAO MIR on EASA and was about to be tabled with the EC when the COVID-19 pandemic hit. Since then, the Agency has considered that it is not opportune to start this discussion due to the change of priorities and has been rather focusing on supporting MS and the industry.

In the short to medium term, it was agreed that sharing information on assessments of third countries performed for the purpose of AMC1 ARO.GEN.300(a)(2) could improve the implementation of the requirements.



Actions:

- EASA to create a dedicated space in the Air OPS TeB SharePoint site where MS can exchange information on assessments performed under AMC1 ARO.GEN.300(a)(2);
- MS to share information on assessments performed to third countries' system under AMC1 ARO.GEN.300(a)(2);
- EASA to consider sharing with MS relevant information of assessments performed under the scope of Part-TCO.

Conclusion: EASA and MS welcomed the presentation and supported the discussion. EASA assured MS that the issue of the registration of foreign GA operators (more or less) permanently based in the MS is not forgotten and could provide a long-term solution to the difficulties with implementation faced by MS. In the short to medium term, EASA and the MS agreed to proactively share information with a view to improving the overall performance and efficiency of the system.

10. Safety sensitive personnel introduced by Regulation (EU) 2018/1042

Presented by: DGAC FR

DGAC FR expressed concerns regarding the definition of 'safety sensitive personnel' (SSP) under CAT.GEN.MPA.170(b) and ORO.GEN.205 (see presentation **AI 10**). DGAC FR questioned the coherence of the rules, since not all categories of safety sensitive personnel are specifically mentioned, as well as its impact on a level playing field, since for some categories of personnel (e.g. maintenance personnel) the requirements only apply when they are under the direct control of the operator. The following discussion showed a wide agreement with the EASA position that maintenance personnel, including continuing airworthiness personnel, when under the direct control of the operator (i.e. when the operator and maintenance organisation/CAMO are integrated), are part of the personnel that should be included in the operator's peer support programme.

Action: EASA to summarise the exchange with DGAC FR related to SSP and to share it with the Air OPS TeB.

Conclusion: EASA and MS welcomed the presentation and shared a wide understanding of the concept of 'safety sensitive personnel'.

DAY 2

11. ORO.FC

Presented by: ENAC

ENAC presented **AI 11** 'ORO.FC' (see presentation) covering several points in ORO.FC (including ORO.FC.202, ORO.FC.220, ORO.FC.230). The ensuing discussion showed the need to discuss these topics in more detail at expert level.

[Regarding the issue of OCT for flight crew in case of new operators or new type of aircraft, ENAC argued that compliance with ORO.FC.220\(d\) may be problematic. EASA acknowledged this issue, and informed MS that the Opinion on AWO \[Post-meeting note: Opinion 2/2021, published on 28 May 2021\] will contain a proposed amendment to ORO.FC.220 to address it. In the meantime, MS may make use of the flexibility offered under Article 71 of the EASA BR to address operational needs.](#)

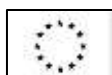
Action: EASA to table the discussion on topics related to ORO.FC raised by ENAC in the Flight Training Expert Group of the Air OPS TeB to explore possible solutions as a matter of priority. ENAC to provide their input.

Conclusion: EASA and MS welcomed the presentation and agreed to continue discussions at expert level.

12. Oversight of Group Operations (GO)

Presented by: F. Gaetani

F. Gaetani presented an update on the ongoing GO project and provided an overview of the draft deliverables for the work cluster on management system, for which EASA already held the first meeting with the NAA



members. Crew training and checking and flight time limitations are still under internal review (see presentation **AI 12** 'Oversight of Group Operations').

EASA emphasised the increasing significance of this topic and pointed out that the effort at the European level is also taken over at the ICAO level, with the work of the COCBO-SG, to which EASA is actively contributing.

Conclusion: EASA invited MS to contact F. Gaetani for any issues related to the implementation of rules regarding GO and to provide their essential input that may be considered for rules improvement.

13. Standardisation matters

Presented by: S. Ladiesse

S. Ladiesse presented the latest edition of the Standardisation annual report and the Continuous Monitoring Bulletin, as well as the revised standardisation activities planned for 2021 due to COVID-19 (see presentations related to **AI 13**).

EASA highlighted that COVID-19 led to the full or partial postponement of many inspections, creating a knock-on effect impacting the standardisation programme of the second half of 2021. Affected Member States will be informed about the modification of the 2021 programme in the coming weeks.

Conclusion: MS welcomed the presentations provided under AI 13.

14. AMC4 ARO.GEN.200(a)(2) Inspector qualification

Presented by: S. Ladiesse

S. Ladiesse provided feedback and expectations on the implementation of AMC4 ARO.GEN.200(a)(2) on inspector qualification (see presentation **AI 14**) and invited MS to provide their views.

EASA reminded that grandfathering provisions offered by EASA EDD 2017/006/R published on 30 March 2017 apply to the inspectors' qualifications already held on 30 March 2019 but do not apply to new aircraft types introduced after this date. An ensuing lively discussion showed that this is still a difficult topic for MS, with divergence in terms of applicability and implementation, and EASA offered to hold a dedicated in-depth session on AMC4 ARO.GEN.200(a)(2) in the coming weeks.

Action: EASA to organise a dedicated meeting on AMC4 ARO.GEN.200(a)(2) in the coming weeks.

Conclusion: MS welcomed the presentation provided under AI 14.

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 (see presentation **AI 15**).

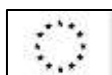
Conclusion: MS welcomed the presentation provided under AI 15. EASA thanked MS for their work and support in the Flight OPS panels.

16. Update on digitalisation

Presented by: A. Spaccatrosi

A. Spaccatrosi presented the ongoing work on digitalisation (see presentation **AI 16**), and invited MS to participate in an upcoming survey on this topic, and a webinar scheduled to take place in Q3/2021 to help identify priorities and ways forward regarding this interesting topic.

Conclusion: MS welcomed the presentation on digitalisation, expressed their interest in this topic and mentioned ongoing projects at the national level. EASA invited MS to respond to the upcoming survey and a webinar and to collaborate with EASA on this important topic.



17. AOB

Presented by: M. Verissimo, D. Dousi, E. Ciofu

17.1 IOSA Guidance for Safety Monitoring under COVID-19

EASA shared with MS the documents received from IATA on the concept of the 'second remote IOSA audit', for information.

17.2 Update on certification of simulators i.a.w. CS-FSTD Issue 2

D. Dousi reported that Issue 2 of CS FSTD has been out for some time. From 31 March these devices can be used to support operator training. In terms of ATOs, EASA has received some exemptions requesting additional time for implementation, especially for some more complex devices.

17.3 SPO – issues with implementation

EASA highlighted the need for improvement in terms of standardisation in this area and inquired if MS would be interested in reactivating the SPO taskforce. Several MS confirmed their interest in this.

Action: MS to provide to EASA their feedback on issues with SPO implementation within 3 weeks (by 11 June 2021) and to refresh their membership in the SPO taskforce, if applicable.

17.4 MS ideas for agenda items to be considered in the future Air OPS TeB meetings

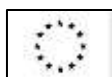
EASA invited MS to raise items to be included in the agenda for future Air OPS TeB meetings. The following topics were raised (some of which could be addressed in technical expert groups):

- Implementation of peer support programmes;
- Implementation of Global reporting format, especially in relation to data for performance calculations;
- FTL, focusing on post-Covid-19 transition to normality issues;
- Integrated Management Systems: Regulation (EU) No 1321/2014 concerning airworthiness, different management systems at the OPS and AIR level.
- Helicopter issues: hostile environment, HOFO (to table these topics at the HEG);
- Update on the Opinion on Fuel.

Conclusion: MS took note of the information presented under AI 17 AOB.

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 matter is still being pursued by EASA and EC. Sep. 2019: In progress. May 2021: In progress. 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.
2021-01-01	EASA to share with the Air OPS TeB the AESA checklists used for in-flight inspections.	EASA	Asap	C	May 2021: Closed. The checklists were posted on DMS on 20.05.2021.
2021-01-02	<ul style="list-style-type: none"> - EASA to create a dedicated space in the Air OPS TeB SharePoint site where MS can exchange information on assessments performed under AMC1 ARO.GEN.300(a)(2); - MS to share information on assessments performed to third countries' system under AMC1 ARO.GEN.300(a)(2); - EASA to consider sharing with MS relevant information of assessments performed under the scope of Part-TCO. 	EASA MS EASA		O	May 2021: Open.
2021-01-03	EASA to summarise the exchange with DGAC FR related to SSP and to share it with the Air OPS TeB.	EASA	Asap	O	May 2021: Open.
2021-01-04	EASA to table the discussion on topics related to ORO.FC raised by ENAC in the Flight Training Expert Group of the Air OPS TeB to explore possible solutions as a matter of priority. ENAC to provide their input.	EASA ENAC	Asap	O	May 2021: Open.
2021-01-05	EASA to organise a dedicated meeting on AMC4 ARO.GEN.200(a)(2) in the coming weeks.	EASA	Asap	O	May 2021: Open.
2021-01-06	MS to provide to EASA their feedback on issues with SPO implementation within 3 weeks (by 11 June 2021) and to refresh their membership in this taskforce, if applicable.	MS	By 11 June 2021	C	May 2021: Open. June 2021: Closed.

