

**Organised by**

**Air Operations and Aircrew & Medical Departments**

**List of Participants**

<b>Attendees</b>	<b>Members and Appointed Experts</b>	
	Zeno Welsersheimb	Austria - Expert
	Dieter Seywald	Austria - Expert
	Christian Kuche	Austria - Expert
	Robbie Decoster	Belgium
	Damir Bezik	Croatia
	Lucie Červenková	Czech Republic
	Hana Skovronová	Czech Republic - Expert
	Mads Eklund	Denmark - Expert
	Irina Petrova	EC-DG Move
	Helena Pietilä	Finland
	Geneviève Molinier	France - Expert
	Michael Sieder	Germany
	Páll S. Palsson	Iceland
	Niall Cummins	Ireland
	Marco Silanos	Italy
	Gregory Delbeke	Luxembourg
	Carel Wassink	Netherlands - Expert
	Frode Lenning	Norway
	Albert Ortyl	Poland
	Vanda Orfánusová	Slovak Republic
	José Luis Lozano Lozano	Spain
	Jonas Gavelin	Sweden
	Jan Thell	Sweden - Expert
	Heinz Marti	Switzerland
	Geoff Parker	United Kingdom
	Stephen Baugh	United Kingdom - Expert
	<b>EASA</b>	
	Claudio Trevisan	(CTR, EASA) – Chair
	Georges Rebender	(GRE, EASA) – Chair
	Eduard Ciofu	(ECIO, EASA)
	Daan Dousti	(DDOU, EASA)
	Daniela Defossar	(DDE, EASA)
	Willy Sigl	(WSI, EASA)
	Betty Lecouturier	(BLE, EASA)
	Julia Egerer	(JEG, EASA)
	Jan Boettcher	(JBO, EASA)
	Guillaume Aigoïn	(GAI, EASA)
	Giovanni Cima	(GCI, EASA)
	Yves Morier	(YMO, EASA)
	Adina Szonyi	(ASZ, EASA)
	Marcel Kompare	(MKO, EASA)

	Flavio De Nardis	(FDE, EASA)
	Andrea Gian Bandieri	(GAB,EASA)
	Angeliki Karakoliou	(AKAR, EASA)

## AGENDA

1.	Welcome and introduction .....	3
2.	Adoption of the agenda .....	3
3.	Adoption of the minutes of the previous meeting and review of actions.....	3
4.	Presentation on the amended Rulemaking Programme and status update on the FCL & OPS tasks .....	3
5.	Air Operations Inspector's Qualification .....	3
6.	A-NPA on drones - information.....	4
7.	AWO Project (RMT.0379) (information) .....	4
8.	GWl Task Force Recommendations .....	4
9.	Status Report on Cross Domain Safety Management Assessment tool (informal working group) .....	4
10.	Minimum cabin crew (update).....	4
11.	NCC/SPO Declarations Repository .....	5
12.	Presentation on new (draft) rules: Operations with Balloons (information/discussion).....	5
13.	AMC/GM on flight recorders, underwater locating devices and aircraft tracking systems (information) .	6
14.	AIR OPS SINAPSE Community (information/discussion) .....	6
15.	Equipage with ACAS 7.1: actions after 01 December 2015 (information/discussion).....	7
16.	Carriage of Automatic External Defibrillators (AED) (information/discussion) .....	7
17.	Training and checking of PBN approaches .....	7
18.	Review of current action items and planning of future meetings .....	8
19.	AOBs .....	8



<p><b>1. Welcome and introduction</b> <i>Presented by: Claudio Trevisan</i></p> <p>The meeting started at 9:30 a.m. and CTR welcomed the attendees.</p>
<p><b>2. Adoption of the agenda</b> <i>Presented by: Claudio Trevisan</i></p> <p><b>Conclusion/Action:</b> Agenda was adopted with the recommended items' order and the additional points.</p>
<p><b>3. Adoption of the minutes of the previous meeting and review of actions</b> <i>Presented by: Claudio Trevisan</i></p> <p><b>Conclusion/Action:</b> The minutes of the previous meeting were adopted. After the review of the actions, it was agreed that AI (8) would be discussed again in the current meeting to set a future objective, as AI (5).</p>
<p><b>4. Presentation on the amended Rulemaking Programme and status update on the FCL &amp; OPS tasks</b> <i>Presented by: Eduard Ciofu, Daan Dousi</i></p> <p>ECIO and DDOU presented the ongoing RMTs for the Air Operations section and the Aircrew and Medical section accordingly. The MSs asked about the time schedule of the various deliverables. Post-meeting note: <i>Presentations have been distributed to the group after the meeting.</i></p>
<p><b>5. Air Operations Inspector's Qualification</b> <i>Presented by: Julia Egerer</i></p> <p>One MS stated and others agreed that EASA has managed to introduce certain improvements to the AMC/GM to Part ARO of Regulation (EU) 965/2012. However, from their perspective, there should be more flexibility, for example operational experience as pilots-in-command should not be necessary. Also, inspectors who no longer hold a valid type rating, e.g. for medical reasons, should continue in their position. Those inspectors might have extensive flying experience and possess a great set of skills and experience inside the NAA. Another MS argued that since NAAs have different systems, it is feasible for aircraft-specific tasks to be carried out by someone who is not a pilot. EASA clarified that the intend of the rule is for NAAs, which have their own specific organisational model, to define for themselves the necessary competences to perform a task, as long as they ensure that the appropriate set of competences is available when needed. Finally, another MS brought up the ICAO perspective suggesting that ICAO DOC 8335 should first be modernised and EASA should play an active role to achieve that goal, before presenting such a detailed proposal.</p> <p>On the other hand, several MSs stated that they welcome the AMC. One representative suggested that rather than more flexibility, NAAs should make an effort to meet DOC 8335. The argument was that industry would always prefer an inspector who commands the professional respect. Another MS commented along the same line by suggesting that what is of high importance is what the industry needs. He also brought up the cost factor. Namely, whether operators are ready to pay for properly qualified inspectors. Furthermore, he pointed out the danger of throwing away a lot of experience and skills. Finally, another MS explained that flexibility is already granted by the fact that the proposal is an AMC. Thus, MSs can deviate if they choose to do so.</p> <p><b>Conclusion/Action:</b></p> <ol style="list-style-type: none"> <li>MSs are invited to provide their feedback on the proposed AMC /GM by 15<sup>th</sup> September 2015.</li> <li>EASA intends to include the proposal in an NPA on the update of Air OPS rule within RMT. 0516/0517.</li> </ol> <p><b>Action owner:</b></p> <ol style="list-style-type: none"> <li>- MSs and 2. - EASA</li> </ol> <p><b>Due date:</b></p> <ol style="list-style-type: none"> <li>- 15<sup>th</sup> September 2015 and 2. - Q4/2015</li> </ol>



<p><b>6. A-NPA on drones - information</b> <i>Presented by: Yves Morier</i></p> <p>One MS asked for a clarification regarding the languages that the safety leaflet on drones will be translated. YMO replied that it will be translated into all official EU languages plus a few more such as Icelandic and Norwegian.</p>
<p><b>7. AWO Project (RMT.0379) (information)</b> <i>Presented by: Willy Sigl</i></p> <p>One of the MSs thanked EASA for the information provided through the presentation of AI07. Furthermore, EASA was congratulated for the adoption of a horizontal approach on this subject.</p>
<p><b>8. GWI Task Force Recommendations</b> <i>Presented by: Claudio Trevisan</i></p> <p>One MS questioned Recommendation 1 by asking whether leaving a pilot with a CC who never had a background check is indeed safer than leaving a pilot alone in the cockpit. Another MS pointed out the fact that the minimum number of CC in an a/c could make things very complicated and it would require some further clarification from EASA. Moreover, one MS regarding Recommendation 3 explained that they make efforts to create such a culture where people closely related to risk management openly admit their problems with alcohol or drugs. Additionally, there was a reference to the thin line that can be crossed by random testing in national legislation. One MS questioned whether there is proper legislation in place. EASA responded that there are both rules for the operators and the NAAs (e.g. alcohol limits, the right to revoke licenses), but the real question is whether the existing legislation is sufficient to prevent all related risks.</p> <p><b>Conclusion/Action:</b></p> <ol style="list-style-type: none"> <li>1. EASA will coordinate inputs.</li> <li>2. MSs need to contribute by sending their feedback regarding current practices.</li> </ol> <p><b>Action owner:</b></p> <p>1. - EASA: Air Ops Section and 2. - MSs</p> <p><b>Due date:</b></p> <p>30/11/2015</p>
<p><b>9. Status Report on Cross Domain Safety Management Assessment tool (informal working group)</b> <i>Presented by: Daniela Defossar</i></p> <p>There were no further comments after the presentation.</p>
<p><b>10. Minimum cabin crew (update)</b> <i>Presented by: Betty Lecouturier</i></p> <p>- SIB 2014-29</p> <p>One of the TAG members asked whether this SIB portended big changes. EASA responded that the purpose of the SIB is to explain certain certification aspects. Another MS asked whether additional requirements on top of EU regulation 965/2012 were added. EASA explained that the SIB is supposed to clarify ORO.CC in order to ensure that certification requirements are taken into account, not to add any additional requirements. Furthermore, BLE informed the MSs that the review of the format of the SIB has been completed, however it is still to be reviewed by the legal department. CTR pointed out that the intention of the SIB is not to mandate anything. The problem was addressed, that on one hand the SIB states "This is information only. Recommendations are not mandatory", and on the other hand the SIB clearly requests actions and minimum numbers. This construct makes it difficult for both sides, the NAAs and the Operator. For that purpose an Operational Directive could be produced. Certification policy should be included in a certification memo and an</p>



SIB is a tool only for info to explain the rule. If there is an additional requirement, it is going to be in a certification memo and not in an SIB.

- In-flight rest

One of the MSs stated that they chose to opt out according to art. 2 of the Basic Regulation. EASA confirmed that based on the taken opt-out of ORO.FTL.205 e) there is no need to use Art. 14(6) of the BR. Another MS explained that they had no intention to take the opt out, but now they are forced to take the exemption. MSs wondered whether there is going to be an NPA to deal with the topic. BLE replied that which tool is appropriate to use is a topic that needs to be discussed. Nevertheless, the dominant choice appears to be a fast consultation process.

<b>Conclusion/Action:</b>	MSs need to submit their comments related to the FRM meeting. EASA to distribute the new SIB draft <u>AND the certification memo</u> . (CM still open?)
<b>Action owner:</b>	MSs
<b>Due date:</b>	31 <sup>st</sup> October 2015

## 11. NCC/SPO Declarations Repository

*Presented by: Eduard Ciofu*

One of the MSs supported the creation of a common NCC/SPO Declaration Repository, but he pointed out the necessity for every MS to feed the database, otherwise its use could prove to be hindering for the MSs. Another MS suggested that EASA expands the purpose of the database into further domains such as licenses, medical certificates etc. A third MS, although supporting the creation of the database, suggested that extensive administrative burdens, along with implementation problems should be taken into consideration before the Agency takes upon such a task. The majority of MSs agreed that an efficient mechanism should be found, namely simple yet functional.

EASA responded that there is no intention to create a tool without a purpose. Since there are advanced technologies, there is no need to waste neither time nor resources to administrative issues. Thus, there should not be such an obstacle (e.g. data transfer should be made automatically). Nevertheless, EASA agreed that no matter how high-tech the database is what really matters is that it is kept updated. Finally, it was also mentioned that if such a database worked efficiently, then EASA could expand into other domains.

However, a MS disagreed emphasizing that a declaration repository differs a great deal from a certificate repository since declarations can easily be revoked but the same does not apply to certificates.

Another MS mentioned the utility that a declaration repository could have for inspections as another argument in favour of its creation.

The EC explained that under the revision of 216 it is going to be a legal obligation for MSs to participate in the EU database and it is foreseen to include FCL and other documents. Regarding implementation issues, the EC recognises them and it is foreseen that implemented regulation will be used for the technical parts.

<b>Conclusion/Action:</b>	EASA to develop and deploy a DB. States should be consulted on the functionalities required.
<b>Action owner:</b>	EASA
<b>Due date:</b>	Q3/2016

## 12. Presentation on new (draft) rules: Operations with Balloons (information/discussion)

*Presented by: Jan Boettcher*



One of the MSs asked whether there is a difference between CAT and CPB with respect to safety, since it is practically intended to the same activity - transporting passengers. EASA explained that the term CPB is more likely to be chosen - nothing is definite yet - only for reasons of simplicity. In an effort to apply proportionality in big categories sometimes an AMC ends up having extensive incomprehensible titles. Thus, even though the new rules for balloons conceptually might be CAT, it is simpler to call them something else. Another MS asked JBO to clarify whether the new rules for balloons are going to be included in EU Reg. 965/2012 or if they are going to account for a new separate set of rules. JBO replied that they are separate, except for a short reference to part ARO. Furthermore, he explained that the reason why there are no new parts added in EU Reg. 965/2012 is that balloon experts' proposal was to find a simple yet sufficient set of rules, that balloon people will be able to comply with. In the same line of thoughts, another TAG member emphasized the fact that the new set of rules should not only concentrate on passengers' protection and those who do ballooning for entertainment, but also to focus on those who do it for a living. The EC agreed suggesting that what is important is for balloon operators to get an AOC for their commercial activity so as to be protected and insured. EASA suggested that MSs express their opinion by choosing between CAT and CPB. However, one of the TAG members argued that this choice has a certain degree of difficulty, since the TAG members do not have the expertise with balloons to be able to predict what the impact of such a choice will be.

Moreover, MSs asked about more specific results regarding balloons. JBO replied that according to a survey on balloons organised by EASA, MSs appear not to be willing to expand their cost sharing option and they do not want to establish national rules.

Finally, one of the TAG members raised concerns regarding the short time frame that the whole procedure is evolving, which leaves no space to discuss the problems in depth. He explained that the only chance to discuss is the workshop on EASA Rulemaking Task "Revision of European operational rules for balloons" on the 15<sup>th</sup> of October 2015, however that is not sufficient, because the WG has arranged only one meeting, after the workshop to evaluate the feedback received. JBO replied that he is optimistic regarding the deadlines, because most of the related documents are already in their final stage.

**Conclusion/Action:**

1. EASA needs to share the draft rules and all related documentation with MSs.
2. MSs need to provide their feedback on draft rules for balloons.
3. MSs need to express their opinion regarding CAT and CPB.

**Action owner:**

1. - EASA: Air Ops Section, 2. and 3. - MSs

**Due date:**

1. - 30<sup>th</sup> September 2015, 2. - 15<sup>th</sup> November 2015 and 3. - 2<sup>nd</sup> October 2015.

### 13. AMC/GM on flight recorders, underwater locating devices and aircraft tracking systems (information)

*Presented by: Guillaume Aigoin*

One MS asked whether the AMC/GM on flight recorders, underwater locating devices and aircraft tracking systems takes into account the ICAO provisions and why did not EASA wait for ICAO to publish its final official documents, before starting its own rulemaking process.

GAI explained that it was decided by the EC (not EASA) to work in parallel with ICAO in an effort to be proactive on the issue of accident localisation. Thus, the EC did not wait for the ICAO rulemaking process to be completed, so that new provisions on aircraft tracking and location of an aircraft in distress were included in the draft Regulation based on Opinion 01/2014. Nevertheless, GAI clarified that both State letters from ICAO were taken into consideration when preparing the draft Regulation. Finally, a difference between ICAO's and the draft Regulation that needs to be emphasised regards the time frame for implementing aircraft tracking. The EC identified that the notice time for implementation of the proposed ICAO Standards was too short. Thus, the draft Regulation offers a longer time frame for implementation of aircraft tracking systems.

### 14. AIR OPS SINAPSE Community (information/discussion)

*Presented by: Adina Szonyi*



One MS mentioned that he had understood that the platform was not user-friendly for discussions. ASZ confirmed that the many threads initiated to a single discussion made it difficult to view the entire flow in a single view: each individual contribution had to be opened separately.

#### **15. Equipage with ACAS 7.1: actions after 01 December 2015 (information/discussion)**

*Presented by: Claudio Trevisan*

- a) After the presentation, CTR asked whether would it make sense for MSs to differentiate TCO aircrafts that are not equipped with ACAS 7.1 and requested from the TAG members to describe the common practices in their countries. Some MSs replied that they would come back to the question at a later stage, while one of them explained that the topic would be handled with an exemption. Finally, another MS explained that they plan to send a note as soon as possible to all operators, but they are concerned that numerous of them will not be able to comply. CTR suggested that EASA and MSs co-operate to see the magnitude of the problem, so that an efficient solution can be found.

#### **16. Carriage of Automatic External Defibrillators (AED) (information/discussion)**

*Presented by: Giovanni Cima*

After the presentation, the GCI asked the TAG members to describe the common practises in their countries regarding the employment of AEDs on a/c above 30 passengers. One representative explained that the sole operator in his country, who flies with more than 30 passengers, not only has equipped his aircraft with AEDs, but has also included the use of them in CC's training. Furthermore, he suggested that an SIB could serve as a good way to trigger the discussion related to the carriage of AEDs with operators. Another country representative mentioned that all operators in his country carry AEDs on a voluntary basis, after the conduction of their own risk assessment.

**Conclusion/Action:** EASA requested the MSs to inform EASA regarding the level of equipage of large aeroplanes operated by CAT operators under their jurisdiction.

**Action owner:** MSs

**Due date:** 30/10/2015

#### **17. Training and checking of PBN approaches**

*Presented by: Daan Dousi*

EASA also indicated that the latest PBN proposal now includes the possibility of an IR with and without a PBN endorsement. The EC explained that the proposals also allow MSs to credit training received under national rules prior to the entry into force of the new regulations on PBN. One MS asked the reason of this change from one to two instrument ratings. EASA replied that the initial proposal did not sufficiently take into account the difficulties that would be faced by GA when PBN is mandated i.e. aircraft not equipped with PBN equipment or no airports nearby that have PBN facilities in place. Another MS asked whether the EASA committee had performed any impact assessments. The EC replied that no impact assessment had been undertaken so far. EASA clarified that the new regulation on PBN should enter into force 25 August 2018. Moreover, it was explained that due to the two instrument ratings, it would not be necessary for MSs to derogate.

**Conclusion/Action:** The EC and the Agency need to present their revised proposal at the EASA Committee.

**Action owner:** EC and EASA

**Due date:** 04<sup>th</sup>/05<sup>th</sup> October 2015



## 18. Review of current action items and planning of future meetings

*Presented by: Claudio Trevisan*

CRT informed the MSs that due to internal discussions in EASA related to the improvement of the meetings of the advisory groups, the date of the next meeting would be announced at a later stage.

## 19. AOBs

- Cockpit Door Safety  
Sweden inquired about the amendment of the requirements on the means for cockpit door monitoring. EASA replied that amending provisions were considered to be included in the Opinion 03/2015; however in the wake of the GWI accident it was decided not to include such provisions.
- License layout format  
Italy inquired about the possibility to adapt the Form 141 (Flight Crew Licence) in order allow digital storage of information (i.e. the “credit card” type of licence). The Chair indicated that a more ample discussion on the topic is needed and invited Italy to table a paper on this topic during the next TAG meeting.

## Action list

Action	What	Who	When	Stat- us	Comments
2015-02-01	MSs are invited to provide their feedback on the proposed AMC /GM to Part ARO. by 15 <sup>th</sup> September 2015.	MSs	By 15 <sup>th</sup> September 2015.	C	
2015-02-02	EASA to include the proposal about Part ARO in an NPA on the update of Air OPS rule within the RMT.0516/0517.	EASA: Air Ops Section	By Q4 2015.	C	
2015-02-03	EASA to coordinate inputs for the GWI Task force. MSs need to contribute by sending a description of current practices.	EASA: Air Ops Section & MSs	By 30 <sup>th</sup> November 2015.	C	
2015-02-04	MSs need to submit their comments related to the FRM meeting	MSs	By 31 <sup>st</sup> October 2015.	C	
2015-02-05	EASA needs to share the draft rules on balloons and all related documentation with MSs.	EASA: Air Ops Section	By 30 <sup>th</sup> September 2015.	C	
2015-02-05	MSs need to provide their feedback on draft rules for balloons.	MSs	15 <sup>th</sup> November 2015 & 2 <sup>nd</sup> October 2015.	C	





	MSs need to express their opinion regarding CAT and CPB.				
2015-02-06	MSs need to inform EASA regarding the level of equipage (AED) of large aeroplanes operated by CAT operators under their jurisdiction.	MSs	By 30 <sup>th</sup> October 2015.	C	
2015-02-07	The EC and the Agency need to present their revised proposal at the EASA Committee.	EC & EASA	By 04 <sup>th</sup> - 05 <sup>th</sup> October 2015.	C	

**Next meeting:**

22.04.2016, EASA premises, Cologne, MR 04/049

**MoM Distribution:**

TAG FCL & OPS members, appointed experts and observers.

<b>MoM prepared by</b>	Angeliki Karakoliou	<b>19.09.2015</b>
<b>MoM reviewed by</b>	Claudio Trevisan Georges Rebender	<b>08.10.2015</b>

