

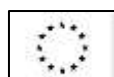
<b>Attendees</b>	P&CA TeB members and observers; EASA staff (see attached the list of participants)
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## AGENDA

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<b>Attachments:</b> Where relevant, embedded on the Microsoft Word version of the meeting minutes
<b>MoM Distribution:</b> To the participants and P&CA TeB members, alternates and observers.

MoM prepared by	Luis Pires & Carmen Bonillo Martinez, EASA
Distribution to the P&CA TeB	14/03/2022
<b>(AI_1) Welcome and introduction</b> <i>Welcome by Ralf Erckmann (RER) and Eugenia Diaz Alcazar (EDIA)</i>	
<p><b>(Information)</b></p> <p>The meeting P&amp;CA TeB November 2021 takes place in a hybrid form.</p> <p>RER welcomes the attendees on behalf of EASA and provides the attendees with a high-level introduction covering the following points:</p> <ul style="list-style-type: none"> <li>The year brought a couple of challenges, the pandemic situation being the most prominent one. Overall, the perception is that aviation transport system is quite robust and resilient. We all were exposed to new things over the last months (webinars, virtual meetings, remote oversight) to which we had to adapt.</li> <li>We tried to connect with P&amp;CA TeB during the year by setting up a series of focused shorter meetings. The idea was that during the normal full semestral meetings we could not discuss all the items. Feedback from the TeB members would be welcomed.</li> </ul>	



- **RNO:** for the last months we assume that has been concluded. However, evolution within the next weeks will determine if RNO is really possible soon.
- **Brexit:** Creating a significantly challenge mainly due to the huge workload related to the organisations in the UK that are now under EASA oversight. Despite industry is pushing for further agreement in the aviation domain to cover continuous airworthiness, signals from EC but also from UK indicates that it will not happen soon.
- **Rulemaking program:** More focus on new domains like drones, urban air mobility, U-space, etc. for which the regulations must be in place and the industry can develop safely. This will impact the traditional domains which will not go as fast as desired due to limited resources. Priorities need to be adjusted. EASA is trying to be more efficient with regards rulemaking.
- **Sustainable Aviation:** it is the topic of the year and of the upcoming years and is present in all domains. EASA has a program, which is mainly supporting the industry on new technologies and new operations. Public perception is that aviation is a great contributor despite others like, the maritime sector. New technologies, but also new business models are involved in sustainable aviation.
- **Remote oversight impact:** we are entering the end of the two-year cycle where some organisations have not been visited.
- **Digitalisation:** also related to sustainable aviation, it has different streams: e-governance stream from authorities, but also several industry initiatives: how to exchange data, how to certify products, how to simulate certain things with digital means, etc. We are in the phase where we collect the problems, the issues and the needs with the aim to develop a plan how to address them.
- **Other important aspects for 2022:** Transition to Part-CAMO/CAO will end in March, SMS in Part-145 and Production organisations is coming, and we need to prepare ourselves, including information management system and the related information security. We also will deal with all new technologies to be used in training and maintenance.

All these are coming on top of what we have as normal activity but without additional resources, that can only be addressed by gaining efficiency and prioritising when necessary.

#### **(AI\_2) Adoption of the Agenda / Adoption of the minutes of the previous meeting**

**(Decision)**

*Presented by Eugenia Diaz Alcazar (EDIA)*

##### **Agenda**

No comments are received to the proposed agenda, which is adopted.

##### **Minutes of the previous meeting**

The minutes have been distributed in advance and approved during the meeting without further comments.

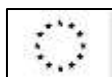
#### **(AI\_3) EASA international cooperation: update on bilateral agreements**

**(Information)**

*Presented by Karl Specht (KSP)*

KSP presented an [update](#) on the current work of EASA international cooperation and bilateral agreements.

- The main reactions were linked to the following topics: approval issued by Singapore CAA.
- No specific date when MAG change 9 with FAA will take place. Discussions will be extensive and could lead to review of the agreement to address SMS as a difference between the two systems. MAG change 9 is not expected for 2022.
- Answers received from NCAs are discussed during the board meetings and are included in the minutes.



In the EU/US BASA there is no mutual recognition of line/base maintenance, but mutual acceptance of each other's systems.

– EASA is discussing how the SMS will affect the bilateral with FAA. It is not envisaged to extend the agreement with US to Part-CAO.

**(AI\_4) EASA policy on Certificates of Release to Service for aircraft maintenance**

*Presented by Jeremie Neveux (JNE)*

**(Discussion/  
Decision)**

JNE gave a presentation on the roles of the certifying staff and support staff in the context of RMT.0097 (being back in EPAS), the aging of the related 'policy paper' and implementation issues. The objective is to get feedback from the NCAs regarding their experience, the importance of the topic and what will be the best way forward in particular with the 'policy paper', considering the different aspects as described in the [presentation](#).

Several MSs reacted with different feedback, some in favour of revising the policy paper (IT, IE, IS), webinar (IT) and as a long-term solution, to revise AMC/GM (IS, GM, NO). In addition, there was a reference to the EASA foreign approvals site guidance material as an option. As a conclusion, expectations on the level of involvement should be clarified in particular with regards to the number of mechanics and extent of work subject to such involvement. The use of policy papers is a short-term solution but in the long term the use of GM is preferred.

**ACTION: EASA to revise the [EASA policy on CRS](#).**

**(AI\_5) Debrief of the three 'technical sessions' with the NCAs**

*Presented by Eugenia Diaz Alcazar (EDIA), Jeremie Neveux (JNE), Luis Pires (LPI) and Alberto Fernandez (AFL)*

**(Discussion/  
Decision)**

EASA provided a debrief on the [three technical sessions in a presentation](#).

EDIA confirmed the intention to organise other technical discussions during 2022 with the necessary adjustments based on the feedback received here.

Summary of the discussions:

- **[Application of AMC2 145.A.50\(d\) technical session](#)**

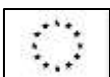
It should be properly considered to adjust in the context of continuing airworthiness management the point §2.8 of AMC2 145.A.50(d).

Registration might not be enough in terms of continuing airworthiness, because some aircraft are only registered to be dismantled. Regarding the import of aircraft, the comments were based on clarification about the sample checks, role of airworthiness review and lack of recommendations on Part-ML. The coming Opinions on Import of aircraft and Airworthiness review process will provide more clarity to some of the questions.

**ACTION: EASA to propose a new FAQ for maintenance by engine/component MO during aircraft line/base maintenance.**

**ACTION: EASA to propose a new FAQ to explicitly disapprove the practice for 'removing serviceable' components from components off-aircraft.**

FR mentioned that they had some discussions with other MSs (IT, IS, LU, IE and ES) about the format of the special P&CA TeB meetings. France highlighted that the objective of these technical sessions to discuss in detail some specific topics could probably not be fully achieved due to some aspects like, except for the panellists, nobody was allowed to talk, and the other participants could not even see who was participating. This approach is frustrating and does not allow discussions. The second reason is that, though the use of SLIDO looks good, it is not properly fit to have discussions due to several limitations, for example the limitation on the number of characters you can send in a message. Additionally, the duration of the meetings was in some cases too short.



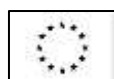
EASA proposed to have the next technical session on the day before the next P&CA TeB meeting (in June) and that was accepted by the participants.

<b>(AI_6) IAW rulemaking update</b> <i>Presented by: Rodrigo PRIEGO (RPI) and Carl GARVIE (CGA)</i>	<b>(Information)</b>
<p><b>CGA</b> delivered a <a href="#">presentation</a> on the Part-21 Light overview explaining the main points of the new Part-21 Light. The main feedback received was regarding the registration of Declared Organisations declarations. <b>CGA</b> confirmed that declarations will be published on the EASA website and added in case of a level 1 finding the declaration would be de-registered from the EASA website.</p> <p><b>RPI</b> distributed a <a href="#">presentation on Initial Airworthiness RM activities</a> planned in the EPAS 2022-2026. <b>RPI</b> informed about SMS in Part 21 that has so far received positive feedback from the implementing bodies.</p>	

<b>(AI_7) CAW activities, including rulemaking update</b> <i>Presented Eugenia DIAZ ALCAZAR (EDIA)</i>	<b>(information)</b>
<p><b>EDIA</b> delivered a <a href="#">presentation on CAW activities planning for 2022</a>, including a rulemaking update.</p>	

<b>(AI_8) Implementation of the transition to Part-CAMO and Part-CAO</b> <i>Presented by Luis PIREZ (LPI)</i>	<b>(Discussion)</b>
<p><b>LPI</b> presented a summary of the results of a survey launched before the meeting about the transition to Part-CAMO and Part-CAO being implemented in the EU. 26 out of 31 NCAs participated in the survey. The results show that there is a significant risk of work overload for the NCAs close to the transition date.</p> <p>Several MSs shared their experience with the transition, which matches in general the information received through the survey in terms of slow implementation. Some MSs provided examples on how they have reached out to their industry. In addition, a MS indicated that it would be beneficial to have the EASA tool for evaluation of Management System updated with CAMO as soon as possible.</p>	

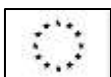
<b>(AI_9) Can an EU-approved CAMO manage a UK-registered aircraft and issue/extend an Airworthiness Review Certificate?</b> <i>Presented by Ralf Erckmann and Eugenia DIAZ ALCAZAR (EDIA)</i>	<b>(Information)</b>
<p>EASA explained that this topic is covered by the EASA FAQ which refers to a policy document referring to three practices ("<a href="#">What practice is accepted by EASA to release maintenance on aircraft not covered by the Basic Regulation?</a>"). It was highlighted that the NCAs need to make clear to the organisations under their oversight what they can do under their approval privileges. With regards of sharing information the applicable EU rules apply.</p> <p>The issue, as explained by FR, is that UK-CAA published a policy document stating that EU approved CAMOs can still manage UK registered aircraft until 2 years after the Brexit. <b>FR</b> asked EASA to confirm whether this statement is not true and whether EASA will take any action to change this statement by CAA-UK or it will be up to the NCAs to do it.</p> <p><b>EASA</b> confirmed that the statement is not true. EASA has approached UK-CAA to change this, but UK-CAA believes that the information is correct. What should be retained is that EU organisations have to follow the EU rules and the EASA policy no matter what is published on non-EU websites.</p>	



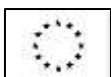
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(AI_10) AOB	(Discussion)
<ul style="list-style-type: none"> <li>• <b>NL presented the following AOB:</b></li> </ul> <p>NL raised the following two questions:</p> <ol style="list-style-type: none"> <li>1- During the last P&amp;CA TeB meeting EASA presented its risk-based tool. Could the MS NCAs use it instead of inventing something new?</li> <li>2- More than 10 years ago we had the combined EASA / NAAs group where we could share ideas about training and qualification of our inspectors. But meanwhile things have evolved (SMS, new regulations, etc). Can we have some information from other NCAs or from EASA on how they developed the competences for the inspectors?</li> </ol> <p><b>KSP</b> answered the first question. He underlined that that when sharing IT solutions, special attention should be paid to the question, which data/tools can be shared. The principles underpinning the EASA RBO can always be shared through workshops or training. Another possibility that can be explored is to facilitate the contact between the NCAs and the software providers. Feedback from the NCAs about the use of the tools/data would be also useful to EASA.</p> <p>With regards to the second question, the inspector qualification (formal education and training but also “mindset”), EASA agreed that it is also important for EASA to revisit the issue of inspector’s qualifications in order to reach a common understanding. There is room for improvement in the area of education and training guidance.</p> <p><b>Action for EASA: To come back to the P&amp;CA TeB with some proposals regarding the inspector’s qualification guidelines.</b></p> <ul style="list-style-type: none"> <li>• <b>MT presented the following AOB:</b></li> </ul> <p>The integration of the ‘Maintenance Control Centre’ duties in the CAMO for AOCs who do not have a Part-145 approval.</p> <p>In Part-ORO GEN AMC, there is a sentence stating that MEL training shall be given to personnel dealing with the use of MEL where such training should be detailed in the CAME and Operations Manual.</p> <p><b>EDIA</b> suggested Malta to prepare some slides for the next meeting to identify any potential misalignment, including some suggestions.</p> <p><b>ACTION: Malta to prepare some slides for the next meeting on 2 June about the integration of the ‘Maintenance Control Centre’ duties in the CAMO for AOCs who do not have a Part-145 approval.</b></p> <ul style="list-style-type: none"> <li>• <b>FR presented the following AOB:</b></li> </ul> <p>CMPA concept</p> <p>EASA indicated during the last P&amp;CA TeB meeting that a review of the concept Complex Motor-Powered Aircraft (CMPA) definition has to be done as it is disappearing from the regulatory framework. FR wanted to know what the plan is for replacing the CMPA (by what, when and how).</p> <p><b>EDIA</b> clarified that the CMPA definition is disappearing from the Basic Regulation, which means that this will affect all domains not only CAW. There is already internal coordination to address the lack of definition in the BR, but there is no decision taken yet.</p>	

(AI_11) Closure	(Information)
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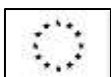


Planned meeting dates in 2022: <ul style="list-style-type: none"> <li>• 1-2 June 2022</li> <li>• November 2022 (maximum two days, TBC)</li> </ul> <b>RER</b> thanked all attendants for the active participation highlighting that it was a very rich discussion with interesting technical subjects.	



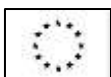
**Appendix I:** List of P&CA TeB actions closed recently, still 'Open' actions and actions opened at this meeting.

Ref	Action	Who/Status at time of Minutes approval
#1 2019-04	P&CA TeB members to provide feedback on application of AMC2 145.A.50(d) (national guidance, best practice, implementation issue, practical case, deviations encountered, proposed changes...).	MS <b>Closed</b>
	<b>Please see below the two new actions for EASA to propose two new FAQs (#2 2021-02 and #2 2021-03).</b>	
N#3 2019-04	The item presented by PL on Electronic Signature to be included in the next meeting agenda. This action can be <b>closed</b> now, since PL presented the issue during P&CA TeB meeting on 28 April 2021.	EASA/ <b>Closed</b>
#2 2019-11	EASA to provide feedback to the P&CA TeB members when the final text is of the White paper about ACAM guidance available.	EASA <b>Open</b>
#4 2019-11	EASA to coordinate with Lithuania to provide a presentation about the acceptance of aircraft status at the time of importing to EU during the next P&CA TeB meeting. <b>The presentation was provided during the technical meeting about of import of aircraft on 28 September 2021.</b>	EASA <b>Closed</b>
#1 2020-02	EASA to assess scenarios (other than those covered by AMC2 145.A.50(d)), describing how to conduct maintenance on parts that have been de-installed from an aircraft that does not have an EU-airworthiness certificate. <b>Please see below the two new actions for EASA to propose two new FAQs (#2 2021-02 and #2 2021-03).</b>	EASA <b>Closed</b>
#1 2021-01	EASA to discuss internally the possibility to draft a paper on the basic principles and/or good practices related to CAMO.B.300 and CAMO.B.305 and provide feedback. <b>EASA to send out the final version of the RBO paper following NAA comments. EASA distributed the final document on 20 December 2021.</b>	EASA <b>Closed</b>
#1 2021-01	EASA to revise the <a href="#">EASA policy on CRS</a> .	EASA <b>Open</b>
#2 2021-02	EASA to propose a new FAQ for maintenance by engine/component MO during aircraft line/base maintenance.	EASA <b>Open</b>
#2 2021-03	EASA to propose a new FAQ to explicitly disapprove the practice for 'removing serviceable' components from components off-aircraft.	EASA <b>Open</b>
#2 2021-04	EASA to come back to the P&CA TeB with some proposals regarding the issue of inspector's qualification guidelines.	EASA <b>Open</b>
# 2 2021-05	Malta to prepare some slides for the next meeting on 2 June 2022 about the integration of the 'Maintenance Control Centre' duties in the CAMO for AOCs who do not have a Part-145 approval.	Malta <b>Open</b>



## Appendix 2: List of participants

BJERGFELT	Christian	Denmark
BJØRNSTRØM	Ørjan	Norway
BONJEAN	Stéphane	Luxembourg
CAUCHI SAVONA	Marcello	Malta
CORPORAAL	Henk	European Defence Agency
DELA	Michael	Denmark
DOLINAR	Matej	Slovenia
DOVAL	Juraj	Slovak Republic
DROBNIAK	Piotr	Poland
DRUSKA	Janis	Latvia
DUFIX	Clément	France
EDVARDSSON	Ómar Thor	Iceland
GJOLIGAJ	Remir	Albania
HAMELIN	Thierry	European Defence Agency
HANSEN	Tom-Inge	Norway
HERNÁNDEZ MARTÍN	María Cristina	Spain
HOLLAND	Ken	Ireland
HOLM	Björn	Sweden
HUIZER	Mirjam	Luxembourg
JAGRITSCH	Wilhelm	Austria
JUHASZ	David	Germany
KAYA	Hüseyin	Turkey
KLUT	Arjen	the Netherlands
KONCILJA	Sergej	Slovenia
LAPINS	Gundars	Latvia
LAZDINS	Andris	Latvia
LEFRANC	Vincent	France
LEMA FERNÁNDEZ	Bárbara	Spain
LOLOIU	Corina	Romania
MAKASHVILI	Giorgi	Georgia
MARADIN	Damir	Croatia
MEDOŠEVIĆ	Haris	Bosnia and Herzegovina
MEIER	Ronald	Switzerland
MOSSBERG	Catarina	Sweden
MUNYABILANJE	Innocent	Belgium
NERY	Antonio	Portugal
PALIONIS	Andrius	Lithuania
PANTELI	Mario	Cyprus
PASPALIDES	Andreas	Cyprus
PAVEL	Cristina	Romania
PERKOWSKI	Marcin	Poland





PLÉTA  
RECCHIA  
ROSA  
SEYFRIED  
SHULZHYNISKYI  
STAMOU  
SUCUR  
TAMÁSI  
TOTEVA  
VAN ZIJP  
VINNAI  
ZBOS

Vidmantas  
Guiseppe Guido  
Victor  
Jaroslav  
Bogdan  
Sotirakis  
Radovan  
László  
Nadya  
Peter  
András  
René

Lithuania  
Italy  
Portugal  
Czech Republic  
Ukraine  
Greece  
Montenegro  
Hungary  
Bulgaria  
the Netherlands  
Hungary  
European Commission

**EASA:**

BONILLA MARTINEZ  
DIAZ ALCAZAR  
ERCKMANN  
FERNANDEZ LOPEZ  
GARVIE  
NEVEUX  
PELLEGRINI  
PIRES  
PRIEGO  
SPECHT  
TANZI  
WARELIS

Carmen  
Eugenia  
Ralf  
Alberto  
Carl  
Jeremie  
Lorenzo  
Luis  
Rodrigo  
Karl  
Francesca  
Jaroslav

**Apology:**

ALLIKSON  
BASARIC  
FITZ-GAHAN  
LEHESVIRTA  
MOJSOV

Kalle  
Veljko  
Kerstin  
Janne  
Aleksandar

Estonia  
Serbia  
Liechtenstein  
Finland  
The Republic of North  
Macedonia

