



Minutes of Meeting
Meeting – FS.TEC 2021-02
Date – 5 October 2021
Location – EASA, via Webex

Organised by

Flight Standards Directorate - Air Operations Department, Aircrew & Medical Department, (FS.2.2 & FS.3.1)

Ref.

Draft

List of Participants

FS.TEC members and alternates
EASA staff

AGENDA (as adjusted to the discussion)

1. Welcome and introduction	3
2. Adoption of the agenda	3
3. Adoption of the minutes of the previous meeting	3
4. Regulatory Update	3
5. Paperless cockpit- guidance and information.....	3
6. Roadmap RMT.0196.....	4
7. Topics for discussion from IAAPS	4
8. Topics from discussion from IAOPA	4
9. Topics for discussion from EBAA & GAMA.....	4
10. AOB.....	5

Related Links/ Documents:

Stored in DMS, meeting 2021-02:

<https://docs.easa.europa.eu/case/eab/sabstebs/ layouts/15/DocIdRedir.aspx?ID=EASAEAB-249445623-99>
<https://docs.easa.europa.eu/case/eab/sabstebs/ layouts/15/DocIdRedir.aspx?ID=EASAEAB-249445623-100>

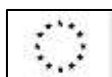
Next meetings:

TBC

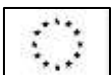
MoM Distribution:

All participants

MoM prepared by	FS.3.1	13.10.2021	Signature
MoM reviewed by	Internal review	27.10.2021	Signature
MoM reviewed by	Chair	15.11.2021	Signature



DRAFT



1. Welcome and introduction

Presented by: T. Leoff (IAAPS)

The meeting started at 10:00h and the Chair T. Leoff (IAAPS) welcomed the attendees in EASA premises and those attending via WebEx.

2. Adoption of the agenda

Presented by: T. Leoff

The following additional items were included in AI 10 'AOB': Recording of e-learning and First aid kit.

3. Adoption of the minutes of the previous meeting

Presented by: T. Leoff

The Minutes of the FS.TEC meeting 2021-01 were adopted. No action points remained open.

4. Regulatory Update

Presented by: D. Dousi (EASA), M. Verissimo (EASA)

EASA provided an overview on the latest rulemaking developments in the domain of air operations and aircrew -please refer to IPs in DMS:

<https://docs.easa.europa.eu/case/eab/sabsteb/ layouts/15/DocIdRedir.aspx?ID=EASAEAB-249445623-99>

<https://docs.easa.europa.eu/case/eab/sabsteps/layouts/15/DocIdRedir.aspx?ID=EASAEAB-249445623-100>

The following questions were raised for IP on air operations:

- RES.0006 how will industry stakeholders be involved with this further study, previously in part 1 there was a mirror group where stakeholders were involved. EASA will make the arrangement for the follow-up of RES.0006 in 2022. A mirror group similar to what was put in place for the first phase of the study will most likely be set up.

The following questions were raised for IP on aircrew:

- new publication of Easy Access rules, including Aircrew. EASA indicated that due other priorities the easy access update for aircrew is now planned for publication at the end of October.
- Confirmed date of focused consultations for RMTs: 13-17 June 2022

As regard the IP paper on Aircrew it was commented that the week of the planned focussed consultation in June may conflict with another event. EASA indicated that it will consider moving the consultation to another time period. In addition, EASA indicated that the flight examiner manual (FEM) was to be published shortly.

Post meeting note: The FEM to be published 2 November 2022.

5. Paperless cockpit- guidance and information

Presented by: L. Calleja Barcena (EASA)

Presentation L. Calleja Barcena on Digital paperless cockpit- please refer to DMS:

<https://docs.easa.europa.eu/case/eab/sabsteb/ layouts/15/DocIdRedir.aspx?ID=EASAEAB-249445623-104>

EASA is planning to publish guidance on the subject. The guidance clarifies that nothing in the rules prevents operators from carrying documents in electronic form. The framework in Europe is the eIDAS Regulation, but it is MS who have the prerogative of establishing administrative law in this regard. The guidance, thus, provides general information on the levels of security to help them develop their national regulations, without establishing

any preferences. Further guidance will be provide within the context of EASA's digitalisation project.

Discussion on the issue. The participants agreed that working together and with ICAO is needed because there are different levels of security, that is why it is necessary to determine which level is acceptable for every document to ensure that it is recognized worldwide. It is recognized that digitalisation results in a reduction of the administrative effort and the initiative from EASA si therefore welcomed and supported.

6. Roadmap RMT.0196

Presented by: D. Dousi (EASA)

Presentation D. Dousi – please refer to DMS:

<https://docs.easa.europa.eu/case/eab/sabstebst/ layouts/15/DocIdRedir.aspx?ID=EASAEAB-249445623-103>

7. Topics for discussion from IAAPS

Presented by: T. Leoff

Please refer to Annex 1

8. Topics from discussion from IAOPA

Presented by: N. Wilcock

Please refer to Annex 1

9. Topics for discussion from EBAA & GAMA

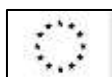
Presented by: Johan Glantz & Kyle Martin

Please refer to Annex 1

EASA responded as follows:

- 1) EASA confirmed that CS-23 aircraft only addresses Level 4. Level 4 determined to be more likely to have the data.
- 2) ICAO standard requires manufacturers to develop the data, but recognises that this will not be possible for some types. There are existing data for wet and contaminated runways from many times, which can be used for LDFA assessment (sometimes with factors). AFM or Supplementary Document should be used in this regard. Generic Factors only to be used as last resort. Preferred data can include:
 - a. Data from CS-25-1592 certification
 - b. Data from FAA-AC 2532
 - c. Existing data from wet and contaminated runways from 1591 standard, provided that there is some support from OEMs to assess the intent.
- 3) EASA has been in touch with some manufacturers during the summer and they issued a notice to operator in August 2021.
- 4) Collecting feedback from MS and industry about implementation of GRF is currently ongoing and, when have reviewed it, EASA will come back with further safety promotion initiatives as needed.

Furthermore, NAAs during their normal oversight, have to check compliance with the new LDFA rule. In doing so, they need to verify that the operator is using one of the options provide by the AMC to



obtain LDTA performance data. The NAA does not need to necessarily receive the data but rather obtain proof that these are compliant with the AMC

EASA had a number of webinars before the implementation of the rule that are still available on the EASA website. Furthermore, EASA is collecting feedback in this initial phase which will most likely materialise in future safety promotion initiatives. When it comes to individual cases it would be better to address them individually. In this regard, EASA is always available to support discussions with NAAs and provide clarifications when necessary.

10. AOB

Presented by: All

- Recording of e-learning: EASA provided clarifications to the FS.TEC regarding a specific question on the aircrew e-learning/self-study on behalf of the operator.

Action item: circulate final draft text developed by EASA and FTL/FRM experts (NCAs and stakeholders)

- First aid kit, please refer to presentation: EASA provided clarifications to the FS.TEC regarding a specific question on the content of the first aid kit.

<https://docs.easa.europa.eu/case/eab/sabstecs/layouts/15/DocIdRedir.aspx?ID=EASAEAB-249445623-101>

Action list

Action	What	Who	When	Status	Comments
2021-02-01	Circulate final draft text developed by EASA and FTL/FRM experts (NCAs and stakeholders)	EASA	asap	O	June 2022: Open . The text was circulated; however, as no consensus was reached, the topic is frozen for the moment. 7 June 2022: Open . This AI will be further discussed with MS and the industry during the meetings on 21-22 June 2022.

