

MEETING SUMMARY

8th meeting of the European Network of Civil Aviation Safety Investigation Authorities (ENCASIA), Brussels, 21-22 January 2014

43 persons representing 25 MS + observers attended the meeting (AT, BE, BG, HR, CY, CZ, DK, EE, FI, FR, DE, HU, IE, IT, LV, LU, NL, PO, PT, RO, SK, SI, ES, SW and UK + IS, NO, Kosovo, EASA and ECAC).

Experience made with Regulation (EU) No 996/2010

Overall, MS consider that the Regulation (EU) No 996/2010 has been positive. Regarding the implementation of some provisions of Regulation (EU) No 996/2010, several MS still have difficulties, notably with the adoption of advance arrangements between the SIA and the judicial authorities as well as with the adoption of national emergency plans and the oversight of the assistance plans of the airlines established in their territory. HR highlighted the complex political and economic situation in Croatia and that the Regulation (EU) No 996/2010 was still not correctly applied, especially since the recent adoption of the revised Basic Aviation Act. The Commission highlighted that these traditional “tours de table” have been very helpful to advance the cause of Regulation (EU) No 996/2010 as the exchanges of information have always been very useful.

The Commission also underlined the use of EU Pilot, a formal alarm sent to the national policy makers via the Ministries of foreign/European affairs, which should be seen as a step to help the safety investigation authorities to obtain support from their national authorities. The Commission informed ENCASIA that the ad-hoc workshop on national emergency plans would take place on 31 January 2014. Based on the feedback received during the previous meeting it was decoupled from the ENCASIA plenary meeting. Participants from MS as well as from airport and airline representatives were invited.

Article 14 on the protection of sensitive safety information

The Commission made a presentation on Article 14 to clarify the scope and applicability of the provisions on the protection of sensitive safety information. The conclusion was that if a safety investigation is open, Regulation No 996/2010 applies, whereas if no investigation is open, CVR can only be used if all crew members and maintenance personnel concerned give their consent.

Presentation of the ENCASIA annual report 2013

The annual report for 2013 was presented and adopted after an extended period for comments. The annual report mainly summarizes the work carried out by the various working groups during the year.

Update on WG5 "Peer Reviews"

Austria, Croatia, Slovenia and UK volunteered to be peer reviewed under trial conditions. France also volunteered as a back-up. Regarding the release of records under Regulation (EC) No 1049/2010, it was considered as a non-issue.

The same protection provisions as for EASA audit reports apply. As regards third-party documents, the Commission shall consult the latter on the release request. In addition MS may request the institution not to disclose a document or report.

Safety recommendations

The WG6 chairman summarized the discussions held on 10 December 2013. The common guidance material will notably recommend dealing with one addressee per safety recommendation, which should facilitate its tracking and closure. Prior to the plenary meeting, additional documents were submitted by group members on taxonomy as well as on the management of long term SRs when they lead to rule-making tasks and become afterwards under the remit of the Commission.

ENCASIA Work Programme 2014

The ENCASIA Secretary presented the ENCASIA Work Programme for 2014, which is mainly based on the one of the previous year. He highlighted the main items that would be part of the next grant. The 2014 Work Programme was approved by the meeting.

Financial implementation of Work Programme

The meeting decided that the ENCASIA-2 grant will subsidize: One training course on the management of a major accident to be held in Germany and the training of the pool of reviewers and the 'Peer Review' of four Member States. It was also decided that the training session would contain a table top exercise related to the response to a major accident. The training course will take place in Germany in the premises of the BFU (Braunschweig).

Article 24 review

The Commission presented the initial feedback on the questionnaire, based on 20 replies (CZ, DE, ES, FI, FR, HR, HU, IE, MT, NL, PT, RO, SE, SI, SK, UK + EASA, AVJK5022, FENVAC, IACA). It was made clear that a review of the Regulation does not mean a revision of the Regulation with the subsequent impact assessment and Commission proposal. The review could take the form of a Commission Staff Working document or a Communication from the European Commission.

Regulation on Occurrence Reporting in Civil Aviation

The Commission presented the content of the Regulation on occurrence reporting. The Regulation should enter into force around May 2014 and become applicable in November 2015. The Chairman expressed some worries about the reporting lines for the treatment of incidents.

AOB

The BEA made a presentation related to the EASA Rule Making Program 2014–2017. ENCASIA members were strongly invited to send comments on the EASA

NPA 2013-26 entitled: "Requirements for flight recorders and Underwater Locator Devices". This could be done until 20 March 2014 through the EASA Comments Response Tool.
