

MEETING REPORT

European Network of Civil Aviation Safety
Investigation Authorities (ENCASIA) - 9th Meeting

18-19 September 2014
Brussels – Centre Borschette – room 5B

1) General information

37 people representing 21 Member States, the European Commission (EC) and organizations with the status of observer attended the meeting.

The Chairman welcomed new colleagues from two States.

2) Approval of the agenda

The main amendment of the agenda consisted of the EASA presentation of the new structure.

It was also agreed that the presentation of the new ENCASIA webpages would be postponed on Friday afternoon.

It was proposed to provide an update of the recent accident in Mali involving an Algerian flight operated by a Spanish airline.

3) Approval of the last ENCASIA minutes

After the distribution of the draft minutes, editorial comments were received. The amended minutes were approved during the meeting and will be uploaded onto CIRCABC.

4) Experience made with the provisions of the Regulation (EU) No 996/2010

As at previous meetings, the Chairman invited participants to report on latest events related to the application of Regulation (EU) No 996/2010 or accident investigation in general.

Commission update:

The Commission provided an update on the EU Pilot procedures that it had started a year ago towards some Member States. The EU Pilot system has represented a flexible tool between the Commission services and the Member States to clarify questions regarding implementation of EU Regulations.

50% were closed positively as the Commission received positive replies. DG MOVE announced to contact a number of permanent representations for the most complex issues.

Finally, the Commission highlighted that it had organised a successful workshop on “Civil Aviation Accident Emergency Plan at National Level” on 31 January 2014 in relation with Article 21 of Regulation (EU) No 996/2010. The outcome of this workshop is available on the DG MOVE webpages.

EASA presentation

The new EASA structure was presented plus the follow up of safety recommendations, as well as EASA's support to SIAs during safety investigations.

The ensuing discussion highlighted the constructive collaborative approach reached by SIAs and EASA on safety recommendations.

5) Regulation (EU) No 996/2010

The document summarising the results of the stakeholder consultation was sent prior to the meeting and presented by the Commission.

The main comment on the possible future role of ENCASIA concerned a more formal way to provide long-term commitment to support each other on major investigations.

6) Update on ENCASIA Working Groups

Updates on the following WGs were provided.

- **WG1 "Network communication and Internet presence"**
- **WG2 "Inventory of best practices of investigation in Europe"**
- **WG3 "Procedures for asking and providing help" and on WG4 "Training of investigators"**
- **WG5 "Peer Reviews"**
- **WG6 "Safety recommendations"**

7) Financial implementation of Work Programme

The Commission informed about the financial support to ENCASIA.

8) Discussion on data protection

WG2 reviewed the various practices and noted variations. The Commission also noted variations among the Member States depending on their national laws, but did not further explore this subject as it has not posed difficulties.

9) Feedback on specific investigations (SIAs volunteering)

10) Update on other fora

- EASA update/ Network of Analysts (NoA)
- ECAC ACC
- European Society of Air Safety Investigators (ESASI)

- ICAO/IATA Aircraft Tracking Task Force

11) AOB

- Safety recommendations
- Identify possible needs for studies
- Use of final reports

NEXT ENCASIA PLENARY MEETING: 28-29 January 2015

APPENDIX 1

Attendance List

Brussels, 18-19 September 2014

Chairman

Germany (Ulf KRAMER)

Deputy Chairman

United Kingdom (Keith CONRADI)

Members

Austria (Johannes WOLDRICH)

Belgium (Luc BLENDEMAN)

Bulgaria (absent)

Croatia (Danko PETRIN)

Cyprus (Ioannis LOIZOU)

Czech Republic (Stanislav SUCHY)

Denmark (Martin PUGGAARD)

Estonia (Jens HAUG)

Finland (Ismo AALTONEN)

France (Luc ANGERAND, Rémi JOUTY, Dominique VERDONI)

Germany (Corinna BLEIENHEUFT, Ulf KRAMER)

Greece (Athanasios BINIS)

Hungary (Loránd BECSKE)

Ireland (Jurgen WHYTE)

Italy (Laura BOGGIANO)

Latvia (Visvaldis TRUBS)

Lithuania (excused)

Luxembourg (excused)

Malta (excused)

The Netherlands (excused)

Poland (Piotr LIPIEC)

Portugal (Alvaro NEVES)

Romania (Lucian IVAN)

Slovak Republic (Igor BENEK)

Slovenia (absent)

Spain (excused)

Sweden (Peter SWAFFER)

United Kingdom (Keith CONRADI, Brian MCDERMID)

European Commission

DG MOVE (Peter BOMBAY, Filip CORNELIS, Olivier FERRANTE, Jean-Jacques WOELDGEN)

Observers

Iceland (Thorkell AGUSTSSON)

Kosovo (Arben GASHI)

Norway (Kaare HALVORSEN)

EASA (Bernard BOURDON, Rachel DAESCHLER, Patrick KY)

ECAC (Peter VAN LIESHOUT)

Montenegro (Darco CONC)

APPENDIX 2

Summary of MS comments under agenda item 4

AT: Reg 996 provides support to conduct investigations and facilitates cooperation between SIAs.

BE: Advance Arrangements (more and more convinced with all organisations involved. It is actually helping. People are changing). Helpful Reg996. (also Ukraine).

HR: No big pbs with Regulation (EU) No 996/2010. Sometimes pbs with Judicial authorities. Need arrangements with other SIAs.

CY: Struggling on budget. Sort out AA with SAR, CAA near, struggling). OK Hangar. Out of our hands for State Emergency Plan.

CZ: All arrangement in force (completed arrangement with CAA in July). New Civil Aviation Act (1st February 2015). Pb with national emergency plan.

FI: only good results with 996 compatible with . Exercises with Police (list of PAX)

FR: Major news. We have signed an agreement with department of Justice. Already other agreements. Emergency plans outside of the hands of the BEA

DE: Emergency plans at the level of ministries. Judicial side (sometimes depending on Ministries no real problems).

EL: New Chairman and Board: Crisis affected AAIB. Reduced capacity. Only 2 full time. Need to find EU Pilot. 12(3). In progress to solve. SARs short final. HCAA (end of December). Civil Protection (OK). Judicial (difficulties). Hangar: Hellenic Air Force (discussions) SRIS & ECCAIRS (still a lot of entry to be done). Many fatalities in GA.

HU: State Emergency Plan main problem (governmental decree). No major changes since last meeting.

IE: no practical day to day issues with 996. Looking forward (protection of final report)

IT: 996 generally positive. Judicial authorities (still a problem with destructive examinations). Use of reports ().

LV: Improved our jobs. Signed arrangement with Judicial authorities (prosecutor office, firefighter and rescue services.) Emergency. Rules on Art 23 penalty. Article 13 helped us for hangar for evidence and for investigation. Support IT about use of report in front of courts.

PL: No changes. Advance arrangements (general prosecutor, civil aviation authorities). Common training with prosecutors (how to share knowledge during field investigations). My chairman want hints on multimodal (to become independent: always ask for some budget, completely independent).

PT: Few changes: More budget. From 0 to 2 investigators January another 2. 996 implementation (changing national law). Ministry of Justice next year.

RO: Pbs in Romania (being under Ministry of Transport regulations, no quick decisions to hire experts, not extend hangar, no financial independence,)

SK: No changes. PBs with storage

SW: Working very well. Internal knowledge SRIS. Interactions with Nordic. Major crash training with SAAB. Kept budget. Two more investigators. Recruiting two more.

UK: Useful clarification on Art 14. High court about disclosing CVR information. Best practice. Use of report in courts (loss of hearing).

NO: Nothing new from AIBN. Still not implemented for bureaucratic reasons. Already advance arrangement. Sharing factual information includes FDR data. One person seconded to Edith.

KOSOVO: regional workshop by Eurocontrol (only country in the region). No emergency plan yet. 2 investigators.

EASA: positive feedback on 996. Define responsibilities. Areas where clarity could be gained. See Annex 13. How to handle non-EU investigations.