

# Panel 1 - Winter operations

Key Themes:

- **Planning** necessary for managing winter operations
- **Training** Staff
- **Cooperation** among ADR operators, GH providers, airline operators and pilots
- **The challenging role of the regulator**
- **De-icing** and **its environmental impact**

# Panel 1 – Winter Operations

## Outcomes:

- **Sharing information, best practices and lessons learnt**
- **Close cooperation and better communication** among airlines, ADR operators and GH providers to facilitate de-icing activities
- **Enable new technologies**
- **Invest in training** (EBT to train behaviours; training non-EU operators)
- Exchanging and **working together** with the **regulator**

## Actions:

- **EASA** to ensure that **GH Roadmap** caters for the peculiarity of the **winter operations** and how to make these operations more **efficient and sustainable**
- **EASA** to coordinate **research** activities for **environmental friendly de-icing fluids**

# Panel 2 – Digitalisation in Aviation

Key Themes:

- **Sharing and analysing aviation data for the safety and efficiency of the aviation system**
- **Artificial intelligence**
- **Automation and Autonomy**

# Panel 2 – Digitalisation in Aviation

Outcomes:

- **Trust** is essential to share data
- **Artificial Intelligence** can be source of information, removing the burden of processing a heavy amount of data and enhancing preventive safety risks management
- **Automation** covering **non-critical** operations and activities

Actions:

- EASA investing in Innovation partnerships with Industry and close cooperation on innovation matters with MS and stakeholders

# Panel 3 – Aircraft Leasing

Key Themes:

- Increased use of both dry and wet leasing
- Different scenarios and business models
- More complex oversight
- EU “one system”: significant improvement for business & safety
- No compromise on safety
- Market access and social dimensions to be considered

# Panel 3 – Aircraft leasing

## Outcomes:

- Leasing provides needed **operational flexibility** - but it shall **not** be used to **export risk**
- **Long-term partnership** between airlines and leasing companies is beneficial to both
- **Group operations** are a reality in EU. Commonality of **standards** is key to ensure safety. **Cooperative oversight** among MS is also essential
- **SMS** to capture the risks brought by leasing arrangements
- EASA ready to play a more prominent role, including:
  - **Assessing** foreign wet-lessors (“**TCO+**”)
  - **Competent Authority** for operators holding AOCs in more than 1 EU State

## Actions:

- **EASA** to ensure that the **regulatory system** evolves, so that new business models and operational practices can be deployed in a **safe** and **efficient** way

# Panel 4 – Enhancing SMS resilience

Key Themes:

- **Commercial pressure** is indeed there...
- Look up and out to understand the **drivers of Top Management behaviour**
- **Top-management not always committed** to the highest safety level
- **Lack of resources** in NAAs for SMS oversight
  - **SMS inspectors to not take a tick-the-box approach**

# Panel 4 – Enhancing SMS resilience

## Outcomes:

- **Training and competence building** for Accountable Manager / Safety Manager as well as NAAs inspectors
- Need for a **multidisciplinary Top Management** team
- Top Management to understand that **Safety is a good investment**
- **Sharing resources** within the EASA system

## Actions:

- **For the airlines: to upgrade SMS to track commercial pressure**
- **EASA to support airlines and authorities to define competences/skills needed for Top management teams and inspectors**