

# Stakeholders' Advisory Body

European Union Aviation Safety Agency

<https://www.easa.europa.eu/the-agency/other-easa-boards-and-bodies/advisory-bodies#sab>

**SAB#15 2022-01**

**16<sup>th</sup> – 17<sup>th</sup> March 2022**

**EASA, Konrad-Adenauer-Ufer 3, Cologne, Germany / WebEx meeting**

## Minutes draft

### Summary of Actions:

ID#	Action Description	Actionee	Status
SAB.09.08	Members/Associations who wish to be involved in discussions for ICAO topics to contact Daniela Defossar (EASA, International Cooperation).	SAB Members	Not specific action – closed.
SAB.12.01	COMs and TECs to consider whether there are new regulations coming where a request for delay in implementation may be needed to prevent a negative safety impact.	COM and TEC Chairs	Not specific action – closed.
SAB.12.03	As part of restructuring exercise SAB members to educate the wider industry on the role of the SAB.	SAB members	Not specific action – closed.
SAB.13.01	Prepare a written input to EASA and EC on the subject of legal text within AMC/guidance.	Exec Secretary	Closed. Superseded by Action SAB.15.05.
SAB.14.02	Confirm that draft SAB RoP reflects requirement to review strategic goals.	Exec Secretary	To be confirmed during comments review and added if missing.
SAB.14.03	Consolidate ToRs for all communities within draft SAB RoP and check for consistency with particular reference to Drones community.	Exec Secretary	To be addressed as part of comments review.
SAB.14.04	SAB members to comment on draft RoP by end of November 2021	SAB members	Closed. Comments received from : EASA, ETF, IFACATA, GAMA, ACI, AIA, AWG
SAB.14.05	Identify SAB RoP task force or SAB CG members to brief TEC/COMs on draft RoP and ensure briefing and feedback by end of Jan.	Exec Secretary	Ongoing. Revised draft to be circulated for further SAB TF review and TEC/COM review due to

			significant change to TEC/COM sections.
SAB.14.06	Collect RoP comments and issue final SAB RoP by SAB Plenary 2022-01	Exec Secretary	Ongoing.
SAB.14.07	Provide latest version of ACI Better Regulation paper to SAB members for final review and issue to EASA.	A Sickert / S Anderson	Circulated 20/01/22 with deadline of 04/02/22. Final draft compiled. Placed on hold pending discussion in SAB15 closed session. Propose closed – see Action 15.05.
SAB.14.08	Draft letter of appreciation to EASA acknowledging work on RNO and Easy Access Rules.	S Anderson	Closed. Letter sent to EASA 14/03/22.
SAB.14.09	Establish a Task Force to discuss Digital Exchange with EASA.	G Garrouste	Closed. Task Force established.
SAB.14.10	EASA to respond in writing to concern raised by ETF on non-EU stakeholder participation in rulemaking.	EASA	Closed. EASA response sent 09/03/22.
	<b>NEW ACTIONS SAB15</b>		
SAB.15.01	SAB members to review and comment on SAB annual report for 2021 by 25/02/22.	All	New
SAB.15.02	Consider involvement of one or more CAGs in next SAB Plenary or EASA to report on CAG status.	S Anderson	New
SAB.15.03	Members to consider volunteering to assist in EPAS Workop preparation.	All	New
SAB.15.04	All TEC/COM to consider whether any additional action is required with respect to ReFuelEU initiative	TEC/COM Chairs	New
SAB.15.05	Write to MB Chair requesting a discussion on Better Regulation topic at the next Management Board. Attach Better Regulation paper.	S Anderson (with J Monks, A Sickert, T Leoff, A Flanagan inputs)	New
SAB.15.06	Coordinate with AIA and GAMA to arrange an SAB round table session during the FAA-EASA Safety Conference June 2022.	S Anderson	New
SAB.15.07	Develop proposals on how to make use of the Work Programme in setting SAB Plenary agenda.	P Marcickiewicz / T Leoff / J Glantz	New
SAB.15.08	Specific questions on Russian sanctions to be submitted to G Buono to for input to the dedicated sanctions taskforce address.	P McCarney / J Barton	New

#	Subject
1.	Coffee / arrivals
2.	Welcome and Introduction
	<p>Refer to <a href="#">presentation</a>.</p> <p>G.Buono and L.Tytgat welcomed members to the first SAB plenary meeting of 2022.</p> <p>S Anderson reported the following new SAB plenary members since the last SAB Plenary.</p> <p>Laure Baltzinger to replace Luc Lallouette as ASD alternate to Eric Parelton</p> <p>Benoit Gadefait to replace Jean-Luc Thouvenot as the Safran alternate member.</p> <p>Christian Mueller to replace Peter Moeller as EHA member and Thierry Couderc to replace Isabella Abbate as alternate.</p> <p>Carol Sharkey to replace John Clear (RYR) as A4E member.</p>
3.	Approval of Agenda and minutes from SAB14 (2021-01)
	<p><a href="#">Agenda</a> approved.</p> <p><a href="#">Minutes</a> of SAB#14 2021-03 approved with no amendments.</p>
4.	SAB Plenary annual report 2021
	<p>S. Anderson presented the <a href="#">SAB annual report for 2021</a>.</p> <p><b>New Action SAB.15.01:</b> SAB members to review and comment on SAB annual report for 2021 by 25/02/22.</p>
5.	EPAS 2023 Planning
	<p>Refer to <a href="#">presentation</a>.</p> <p>A. Tziolas, Head of Department – Strategy and Programmes, EASA presented the revised EPAS planning cycle.</p> <p>The role of the Collaborative Analysis Groups (CAGS) was discussed. It was agreed that it would be useful to invite one or more of the CAGS to an SAB plenary meeting or for EASA to provide an overview of the CAG activities and to continue this feedback on an ongoing basis.</p>

	<p><b>New Action SAB.15.02:</b> S. Anderson to consider involvement of one or more CAGs in next SAB Plenary or EASA to report on CAG status.</p> <p>It was agreed to hold an EPAS strategy workshop on 29th April (by WebEx) and for the combined views of the SAB members to be provided to EASA in advance of the workshop.</p> <p><b>New Action SAB.15.03:</b> Members to consider volunteering to assist in EPAS Worksop preparation.</p>
<b>6.</b>	<b>SAB subcommittee Briefs</b>
	<p>a) R.COM – Christian Mueller Refer to <a href="#">report</a> covering the following topics.</p> <ul style="list-style-type: none"> <li>• Pilot project for new SAB structure</li> <li>• EPAS 2022-2026</li> <li>• The ESPN-R is now inclusion in VAST (Vertical Aviation Safety Team)</li> </ul> <p>b) ATM/ANS.TEC – Eduardo Garcia Refer to <a href="#">presentation</a> covering the following topics.</p> <ul style="list-style-type: none"> <li>• Rulemaking news</li> <li>• Regulatory Framework for the operation of Drones</li> <li>• and urban air mobility</li> <li>• Consultation overview 2021</li> <li>• Activities outlook for 2022</li> <li>• News from the ATM/ANS.TEC</li> <li>• EASA Collaborative Analysis Groups (CAGs)</li> </ul> <p>A question was raised on whether the CAG should look at the issue of GNSS interference. L Tytgat agreed that this would be included.</p> <p>On Part IS L.Tygtat reported that EASA plan to create an information sharing platform for cyber incidents similar to that for conflict zones.</p> <p>G. Buono offered to support with a call between the SAB CG, CANSO, ATM.TEC Chair.</p> <p>c) ADR.TEC – Florian Schur Refer to <a href="#">report</a> covering the following topics.</p> <ul style="list-style-type: none"> <li>• RefuelEU Aviation:</li> <li>• Data4Safety</li> <li>• Runway inspection equipment</li> <li>• Vertiports</li> <li>• Drone Incident Manual</li> </ul>

	<p>L. Tytgat asked for feedback on the ADR community pilot project. It was reported that the new collaboration tool has improved the accessibility to information with simpler login process but that there is a lot of new functionality which has yet to be fully explored.</p> <p>G. Buono noted that RefuelEU has provisions which will impact the industry beyond the Aerodrome community., for example fuel tankering.</p> <p><b>New Action SAB.15.04:</b> All TEC/COM to consider whether any additional action is required with respect to ReFuelEU initiative.</p> <p>G. Buono questioned whether there is there anything industry or EASA can do to support ICAO level activities on True North topic. Noting identified.</p> <p>d) FS.TEC – Thomas Leoff Refer to <a href="#">report</a>. One FS.TEC and one joint meeting with the ACW.TEB has taken place since the last SAB Plenary. Following the joint meeting it was agreed that the FS.TeC will initiate a working group on Immersive Training as a complementary activity to EASA’s working group for Cabin Crew Training.</p> <p>EASA has published updates on the EASY Access Rules Aircrew and Air Operations in February 2022. <a href="https://www.easa.europa.eu/document-library/easy-access-rules/easy-access-rulesaircrew-regulation-eu-no-11782011">https://www.easa.europa.eu/document-library/easy-access-rules/easy-access-rulesaircrew-regulation-eu-no-11782011</a></p> <p><a href="https://www.easa.europa.eu/document-library/easy-access-rules/easy-access-rules-airoperations">https://www.easa.europa.eu/document-library/easy-access-rules/easy-access-rules-airoperations</a></p> <p>The HF CAG is developing a SIA on Training and Competence which will be reported back to the SAB in due course.</p> <p>G. Buono questioned whether collaboration should be extended to the OPS.TEB. It was reported that this had not been taken up to date, but that his should be considered under the new structure.</p> <p>e) C.COM – Francois Duclos Refer to <a href="#">report</a> which covers the following main topics.</p> <ul style="list-style-type: none"> <li>• International cooperation</li> <li>• AEH/SW assurance development (Abstract Layer-AL)</li> <li>• SMS regulations and deployment</li> <li>• Non Installed Equipment (NIE)</li> </ul>
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- 737 MAX recommendations

G. Buono noted that collaboration with the FS.TEC on the B737 MAX was a good example of how a transversal issue could be addressed under the new SAB structure. This was supported by G. Garrouste, noting that there is a scope for significant exchange of information. This could be extended beyond the FS.TEC to other domains.

H. Mayer noted problems with taxonomy of data. It is not considered that another layer of regulation is needed to fill the gap. The data is available but the flow needs to be managed. Stakeholders were encouraged consider how existing frameworks can be used to manage this.

f) GA.COM – Michael Erb

Refer to [report](#) covering the following topics.

- Update on i-Conspicuity in U-Space
- Update on the publication of the guidance of IFR approach to non-IFR airfields (WP05)
- US BASA, end of third country licenses
- Post Season Debrief 2021 & Europe-wide Season Opener 2022
- GAMA/IAOPA European GA Survey 2021 Results Update & Plans for 2022 Edition
- GAMA/IAOPA European GA Survey 2021 Results Update & Plans for 2022 Edition
- Leaded Avgas – Impact of REACH TEL Authorisation & Status of Unleaded Alternatives.

K. Martin reiterated that the leaded Avgas issue is a major concern in Europe and Internationally. All the major OEMS globally have agreed to phase out leaded Avgas by the end of 2030. There is no currently available high octane unleaded alternative to 100LL approved for use.

G. Buono and L. Tygat noted the need to learn lessons from this situation where EASA and the SAB need to be alert to situation such as this in order to influence the outcome.

D. Silver noted that there is an increasing trend for decisions to made by non-aviation government bodies, for example 5G.

It was acknowledged that some of these issues are outside the scope of the SAB but that members should nevertheless collaborate through the associations.

	<p>g) EM.TEC – Hans Mayer Refer to <a href="#">presentation</a> covering the following topics.</p> <ul style="list-style-type: none"> <li>• Overview of Rulemaking</li> <li>• Maintenance Management Team brief</li> <li>• Brexit update (BASA EU-UK to include Maintenance in the future?)</li> <li>• Proposal for a standard Aircraft Maintenance Program (AMP) template</li> <li>• Reg. 2021/700: Amendments related to maintenance data</li> <li>• EASA policy on certificates of release to Service for Aircraft maintenance</li> <li>• Briefing on 5G cellular network impact on GPS and RAD Alt systems</li> <li>• Part MG to Part-CAMO transition: Access by CAMOs to EASA checklist distributed to NCAs</li> </ul> <p>A. Sickert raised a question on the impact of 5G. To be addressed in EASA agenda item.</p> <p>h) DM.TEC – Philippe Fouchard Philippe Fouchard was not available for the meeting but provided a <a href="#">report</a> and <a href="#">presentation</a> covering the following subjects:</p> <ul style="list-style-type: none"> <li>• Review of the rulemaking process</li> <li>• Update on RMP and activities in Initial Airworthiness</li> <li>• Implementation of the New Basic Regulation</li> <li>• International cooperation: bilateral agreements and working arrangements</li> <li>• Environmental initiatives</li> <li>• Review of the Advisory Bodies</li> </ul> <p>i) CAS.COM – Johan Glantz It was reported that the meeting planned for 14/03/22 will be rescheduled to a new date to be confirmed.</p>
<b>7.</b>	<b>General closed session.</b>
	<p>a) Better regulation paper Discussion on the Better Regulation paper submitted to EASA. Commission legal service has been clear that risk based regulation is not acceptable.</p> <p>It was agreed to express the view to the Management Board that industry is being limited to further reduction in risk within a legal framework that is focussed very much on legal certainty.</p> <p><b>New Action SAB.15.05:</b> S. Anderson to draft letter to MB Chair requesting a discussion on Better Regulation topic at the next Management Board. Attach Better Regulation paper. J Monks, A Sickert, T Leoff and A Flanagan to provide inputs.</p>

	<p>b) Revised SAB RoP It was reported that work on the comments received on the last version of the comments was ongoing with the most significant changes being to the ToRs of the individual groups which are being consolidated. A specific session will be arranged with Safran to address their particular concerns.</p> <p>c) New SAB structure transition plan G. Buono reported that a transition plan to move from the existing structure into the new system will be needed in order to ensure a smooth transition and to allow the Rules of Procedure to evolve as needed.</p> <p>d) SAB role in FAA-EASA Safety Conference 2022 The potential for an SAB round table session to coincide with the FAA-EASA Safety Conference was discussed.</p> <p><b>New Action SAB.15.06:</b> S. Anderson to coordinate with AIA and GAMA to arrange an SAB round table session during the FAA-EASA Safety Conference June 2022.</p> <p>e) EASA Work Programme response There were no further comments on the EASA Work Programme but it was agreed that the SAB should consider how best to make use of the Work Programme in the setting the agenda for the SAB Plenary.</p> <p><b>New Action SAB.15.07:</b> P Marcickiewicz, T Leoff and J Glantz to develop proposals on how to make use of the Work Programme in setting SAB Plenary agenda.</p> <p>f) Participation of non-European industry in EASA advisory and expert groups. K. Martin and P. McCarney noted that the non-EU members would like further transparency on when they would be excluded from certain activities.</p> <p>g) Russia sanctions This topic is addressed in detail under the EASA feedback session. Boeing had requested clarification on the services provided to organisations based in countries outside of Russia but serving Russia. G. Buono and G. Garrouste are part of a taskforce established with the Commission and EASA to review the impact of sanctions on the aviation industry and specific questions can be submitted to the Commission through this route. Responses are being published through an <a href="#">FAQ document</a>.</p> <p>Further discussion took place on the provision of safety data to Russian operators. The FAQ currently makes it clear that provision of safety data and alerts is prohibited under the sanctions regulation.</p>
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<b>8.</b>	<b>Feedback to EASA from closed session.</b>
	<p>G. Buono presented the following feedback from the closed industry session.</p> <ul style="list-style-type: none"> <li>a) Better regulation paper Intent to write to Management Board Chair explaining the SAB position with the latest Better Regulation paper attached. Request for an agenda item on this topic at the next Management Board.</li> <li>b) Revised SAB RoP Work on the latest draft accounting for SAB and EASA comments is ongoing although behind schedule. The involvement of non-EU members will be addressed in line with the EASA note on the subject. The intent is to endorse by email and then to establish a transition plan from the existing to new structure.</li> <li>c) SAB role in FAA-EASA Safety Conference 2022 SAB intent to contribute to good relations between EASA and FAA and to set up a small round table event for SAB representative to discuss collaboration n transatlantic issues.</li> <li>d) EASA Work Programme response Small group launched to develop proposals on how to make use of the Work Programme in setting SAB Plenary agenda. EASA will be consulted as this work develops.</li> </ul> <p>L. Tytgat acknowledged the feedback on the SAB RoP and agreed with the need for a transition plan. On the conference it was stated that the request has been conveyed to the FAA organisers of the conference. Regarding the Work Programme it was stated that in future reports from the TECs/COMs it would be useful to include a reference to EPAS and the Work Programme in order to make the connection. To be noted by the Task Force ref. Action 15.07.</p>
<b>9.</b>	<b>Environmental matters update</b>
	<p>(a) Industry</p> <p>Refer to <a href="#">presentation</a>, focussing on the Toulouse declaration of 04/02/22 and the EASA-Eurocontrol ATM/ANS Environmental Transparency Working Group.</p> <p>(b) EASA</p> <p>Refer to <a href="#">presentation</a> covering the following topics.</p> <ul style="list-style-type: none"> <li>• Environmental labelling: operational test phase</li> <li>• ENV standard setting and certification: status update</li> <li>• European Aviation Environmental Report (EAER)</li> </ul>

	<ul style="list-style-type: none"> <li>• SAF</li> <li>• International cooperation projects on environment</li> <li>• Research and Innovation</li> <li>• Technical support to Commission on ENV matter</li> </ul> <p>A. Sickert questioned whether EASA saw an interest from industry in producing SAF at meaningful levels. It was stated that most suppliers are currently focussed on road transport but with a faster transition to electric in this sector. It is important for the aviation industry to ensure that the suppliers are engaged.</p> <p>P. McCarney asked whether the Technical Expert Group on environmental labelling has been set up and requested further information on operational testing phase with the 12 airlines. It was confirmed that the Technical Expert Group has been in place since the start of the project and consists largely of industry and association members. The Operational test phase is in its early stages with some data having been collected. A digital product is being developed and should be available by year end.</p> <p>T. Leoff requested information on the revised date for a training in sustainability workshop and if in June to avoid a clash with the FAA-EASA Safety Conference.</p> <p>G. Buono stated that under the ReFuelEU initiative tankering requirements are assumed to be commercial but could be safety or operations related. requested that EASA take a strong leadership role to ensure that there is no impact on safety or operational aspects. EASA acknowledged this.</p>
<b>10.</b>	<b>Revised SAB RoP</b>
	Discussed under item 8.
<b>11.</b>	<b>Digital exchanges between the Agency and Stakeholders</b>
	<p>Refer to <a href="#">presentation</a>.</p> <p>C. Holgate-Romanov for EASA welcomed the approach with a single point of contact to understand industry needs. The clusters match the EASA internal approach. EASA contacts should be available shortly and a regular touchpoint on the topics will be established.</p> <p>G. Garrouste confirmed that he will continue as an SAB focal point on this topic.</p>
<b>12.</b>	<b>Rulemaking procedure (placeholder)</b>
	<p>G Garrouste reported that all SAB comments have been addressed and agency can proceed with the written procedure for the adoption of the Rulemaking Procedure by the Management Board.</p> <p>EASA confirmed this position and thanks the SAB for the constructive consultation.</p>

	<p>G. Buono noted that since the concerns had first been raised this process had been a particularly good example of how the SAB should work through transparency and team working.</p>
<b>13.</b>	<b>Update on EASA activities</b>
	<p>a) 5G Interference issue</p> <p>Refer to EASA <a href="#">presentation</a>.</p> <p>E. Parelton requested support from EASA for the European discussion at CETP level.</p> <p>T. Harter requested clarification on EASA involvement in the developments in RTCA and EUROCAE on frequency spectrum.</p> <p>L. Tytgat confirmed willingness to reinforce the arguments to CETP via DG-MOVE and DG-CONNECT. On spectrum EASA are not involved in the negotiations on allocation but where safety is compromised will ensure that the spectrum is protected. On EUROCAE/RTCA, EASA have pushed for 2 committees, one updating the MOPs for radio altimeters and the other looking at all spectrum issues in aviation.</p> <p>P. McCarney asked whether an interim update of the CARI would be considered. It is not currently considered useful given the rapidly changing situation and specificity to aircraft type.</p> <p>b) EASA warning letter on oversight of organisations in China</p> <p>L. Tytgat reported that COVID-19 quarantine requirements in some countries are continuing to restrict the ability to conduct oversight of organisations. Risk assessment for each affected organisation will be conducted with potential solutions offered to each organisation.</p> <p>J. Rasmussen added that in China an EASA volunteer has been identified to complete a long term assignment which should alleviate the situation there. It was also confirmed that every effort is being made to avoid suspension of certificates. G. Buono acknowledge this and expressed industry appreciation.</p> <p>It was confirmed that the same situation applies to simulators.</p> <p>c) RNO Task Force reactivation</p> <p>Refer to EASA <a href="#">presentation</a>.</p> <p>A short consultation of the revised EASA-ECDC AHSP will take place in the next week for publication by the end of March.</p> <p>G. Buono referred to the importance of learning lessons from the pandemic and maintaining a set of procedures to be adapted and used in future if needed. Care should be taken in terms of public perception in the situation where restrictions may remain on</p>

	<p>flights between 2 countries where measures have been removed. J. Monks reinforced this point stating that we should not be applying different criteria to aviation in comparison to other forms of transport.</p> <p>R. Vermeiren cautioned against assuming that the pandemic is over and that the flexibility to reinstated measures should be retained.</p> <p>d) EASA answer to SAB advice for a public consultation of IS-MS AMC/GM Refer to EASA <a href="#">presentation</a>.</p> <p>G. Garrouste stated that industry would like to see the same approach for Part-IS as for the SMS implementation.</p> <p>For clarification on slide 3 milestone 5 should state 2023/Q3.</p> <p>e) EU sanctions following Ukraine crisis Refer to EASA <a href="#">presentation</a>.</p> <p>With reference to the information on slide 8 the following additional information was provided post meeting. <i>A statement issued after a meeting of Croatia's National Security Council said the "pilotless military aircraft" entered its airspace from neighbouring Hungary at a speed of 700 kph (430 mph) and an altitude of 1,300 meters (4,300 feet).</i></p> <p>P. McCarney thanked EASA for the guidance provided and FAQs which have proved extremely useful.</p> <p>It was agreed that the specific request for clarification on the services provided to organisations based in countries outside of Russia but serving Russia, should be directed to the dedicated inbox via the SAB Chair.</p> <p>G. Garrouste noted that the FAQs lacks a specific statement that the obligations on TC holders to provide data to operators and analyse feedback from operators is no longer applicable under the sanction's regulation. This was complemented by J. Barton stating that it is not clear if a distinction should be made between providing technical information and an alert that there is a safety concern.</p> <p><b>New Action SAB.15.08:</b> P. McCarney and J. Barton to submit specific questions on Russian sanctions to G. Buono to for input to the dedicated sanctions taskforce address.</p> <p>f) Impact Assessment on ground handling social and economic data collection Refer to EASA <a href="#">presentation</a> and <a href="#">information paper</a>.</p> <p>N. Jones noted that cabin crew are not included in the NLR/ECORYS study and that this has been raised with EASA. It was explained that the data collection was deliberately limited for this test case in order to calibrate the process.</p>
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	<p>J. Monks asked how the NLR/ECORYS study will feed into the resurrected SAB Task Force on economic impact methodology and whether its scope would be amended. It was confirmed that the scope of the task will not be changed.</p> <p>J. Glantz volunteered to participate in the SAB Task Force. The previous Task Force membership will be reviewed to ensure its currency.</p> <p>g) Interdependencies between civil aviation safety and related socioeconomic factors (Art .89)</p> <p>Refer to EASA <a href="#">presentation (Jean-Marc Cluzeau)</a></p> <p>P. Marcickiewicz stated that ECA see the report as a first step and would like to engage with EASA in establishing the scope of the follow up activity. There are concerns about the conclusion of ‘no demonstrated correlation....’</p> <p>J.M Cluzeau emphasized the importance of data in this study and confirmed Stakeholder involvement going forward.</p>
<b>14.</b>	<b>Review of Plenary open actions and confirmation of new actions raised</b>
	Open actions not previously placed on hold were reviewed with their status recorded in the <a href="#">summary of actions</a> along with new actions from this meeting.
<b>15.</b>	<b>Closing remarks / AOB / next meeting dates</b>
	<p>L. Tytgat thanked the SAB for the letter on eRules sent following the last SAB. It was also reported that a review of the Basic Regulation is starting as scheduled and it is likely that lessons learned for the pandemic would be considered.</p> <p>G. Buono thanked EASA and SAB members for the constructive meeting.</p> <p>The next meeting scheduled for 8 – 9 June 2022.</p>

**Annex 1: Attendees:**

<b>SAB Member / Alternate</b>	<b>Association</b>	<b>Name</b>
Member	Aerospace and Defence - ASD	Belinda SWAIN
Alternate	Aerospace and Defence - ASD	Francois DUCLOS
		Gilles GARROUSTE
Member	Aerospace and Defence - ASD	
Member	Aerospace and Defence - ASD	John BARTON
Alternate	Aerospace and Defence - ASD	Elisabeth PALAYSI
Member	Aerospace and Defence - ASD	Eric PARELON
Member	Aerospace Industries Association of America Inc. -AIA	Paul MCCARNEY
Member	Aerospace Industries Association of America Inc. -AIA	David SILVER
Alternate	Associação das Industrias Aeroespaciais do Brasil - AIAB	Alexandre BIANCHI
Alternate	Aircraft Engineers International -AEI	Ola BLOMQVIST
Alternate	Airlines for Europe - A4E	Achim BAUMANN
Alternate	Airports Council International - ACI	Ansgar SICKERT
Member	Aviation Working Group - AWG	Mark LYNCH
Member	Civil Air Navigation Services Organisation - CANSO	Eduardo GARCIA
Member	Civil Air Navigation Services Organisation - CANSO (SAB Vice-Chair)	Osman SAAFAN
Member	Europe Air Sports - EAS	Michel ROCCA
Member	European Aviation Maintenance Training Committee - EAMTC	Hans MAYER
Member	European Business Aviation Association - EBAA	Johan GLANTZ
Alternate	European Business Aviation Association - EBAA	Robert BALTUS
Member	European Cockpit Association - ECA	Tanja HARTER
Member	European Cockpit Association - ECA	Paulina MARCICKIEWICZ
Member	European Council of General Aviation Support - ECOGAS	Françoise HORIOT
Member	European Independent Maintenance Group - EIMG	Alex SEGENS
Alternate	European Regions Airline Association - ERA	Robert CAMPBELL-SMITH
Member	European Regions Airline Association - ERA	Nick RHODES
Member	European Society of Aerospace Medicine - ESAM	Roland VERMEIREN
Member	European Transport Workers' Federation - ETF	Aaron CURTIS
Member	European Transport Workers' Federation - ETF	Nikki JONES
Alternate	General Aviation Manufacturers Association - GAMA	Kyle MARTIN
Member	International Air Transport Association - IATA (SAB Chair)	Giancarlo BUONO
Member	International Association of Aviation Personnel Schools - IAAPS	Thomas LEOFF
Member	International Council of Aircraft Owner and Pilot Associations - IAOPA	Michael ERB
Member	International Federation of Air Traffic Controllers' Association (IFACTA)	Alfred VLASEK
Exec Secretary	SAB Plenary Exec Secretary	Stuart ANDERSON
	EC	Alfonso ARROYO
Observer	International Air Transport Association - IATA	Blessing Kawai

	EASA	Jeremie TEAHAN
	EASA	Joana GOMES
	EASA	Luc TYTGAT
	EASA	Regine HAMELINK
	EASA	Michael GERHARD
	EASA	Anna NGU
	EASA	Sarah PORALLA
	EASA	Willy SIGL
	EASA	Dietmar BLOEMEN
	EASA	Christopher HOLGATE- ROMANOV
	EASA	Athanassios TZIOLAS