



EASA MB 03/2009
Summary of Discussions from MB Special Meeting
15 September 2009

EASA MB
SPECIAL MEETING ON EASA STRATEGIC ISSUES
COLOGNE, 08 JUNE 2009

DRAFT SUMMARY OF DISCUSSIONS



0. Welcome by the Chair

The Chair opened the meeting and welcomed new Members of the Management Board, especially the new Member from Bulgaria, Mr. Ludmil Manassiev.

1. Adoption of the Agenda

The Agenda was adopted as presented. The Chairman reserved the right to change the order of the items for time management reasons.

Following a remark from Austria regarding the amount of working papers for the MB Special meeting and MB 02/2009 meeting, the Chair undertook to discuss the issue with the Executive Director and the MB Secretariat in order to take action regarding the reduction of paperwork related to MB meetings.

2. Safety Strategy

The UK introduced their paper on the European Safety Strategy (WP02a) which was developed as a follow-up of the 6th EASA-NAA Partnership meeting on 23 April 2009.

The paper outlined the key elements of a European Aviation Safety Strategy including European Aviation Safety Programme, European Safety Plan, European Safety Performance Evaluation and European Safety Strategy Co-Ordination including some concrete proposals. The Board was invited to (a) endorse the proposal for a formulation of a European Aviation Safety Strategy and (b) to request the Executive Director to set up a Safety Advisory Committee and to begin its work.

EASA presented its working paper on the European Aviation Safety Programme (EASP) (WP02b), elaborating further on one of the key elements for a European Aviation Safety Strategy.

The paper introduced a proposal for concrete action regarding EASP implementation, including the set-up of a Safety Advisory Committee to be chaired by the Agency and the extensions of the current TORs and composition of the current Community Safety Programme Informal Group (CSP-IG). The Board was invited (a) to express its views on the set-up of a Safety Advisory Committee and request the Agency to provide TORs for endorsement at the next MB meeting and (b) to express its views on the



development by the CSP-IG of a Manual in the form of draft Guidance Material to part AR.

Discussion ensued on the issue of Safety Strategy. General support of the ideas presented prevailed, reiterating the need for continuous improvement of safety but noting at the same time that the system to be established should not be overly-complex. It was made clear in that context, that while EASA will have a key-role with regard to the development of a European Aviation Safety Strategy, many of the decision-making functions remain with the Community (e.g. EASA Committee, Air Safety Committee). Questions were also raised over the precise role and competences of the Safety Advisory Committee (including legal and institutional aspects, TORs, etc.), the composition of the Committee as well as its relationship with the EU Institutions, EASA and the Member States. Finally, several members expressed their concern with regard to the proposal of a “bottom-up” approach. The view was shared that a coordinated approach both at the national level and the Community level is essential.

The results of the discussion on Safety Strategy can be summarised as follows:

- a) The meeting agreed in principle on the papers presented by the UK and EASA and supported the idea of formulating a European Aviation Strategy and setting up a Safety Advisory Committee.**
- b) The meeting agreed that the proposed way forward shall not at all affect the legal framework and competences provided in the Basic Regulation, in particular the division of responsibilities between the different players. The meeting acknowledged that the main objective of the Safety Advisory Committee should be to advise and assist EASA, at a strategic level, and to advise the Management Board and the European Commission. The meeting noted that this Committee will not compete with other existing groups such as AGNA, SSCC, etc.**
- c) The meeting agreed that the work of the CSP-IG in preparing the Community's Aviation Safety Programme in line with ICAO requirements should continue, leading to the production of an EASP manual. The legal status of this manual would be important, and it would need to define an appropriate relationship between actions at national and European levels.**
- d) The meeting agreed to continue work on setting up a European Aviation Safety Programme and the European Safety Plan. EASA was asked to come up with a suite of proposals regarding the set-**



up of a Safety Advisory Committee for the MB 03/2009 meeting in September which clearly address questions of composition, chairmanship, TORs and the reporting chain. All Member States were invited to come up with proposals for representatives in this Committee, taking into account that members should be invited on the basis of their experience and expertise, not as representatives of particular States or interest groups.

- e) The meeting agreed that ongoing developments and initiatives regarding the European Safety Programme should be monitored and taken into account when setting-up and defining the tasks of the Safety Advisory Committee.**

3. Environmental Issues

EASA presented a working paper on environmental issues (WP03) that summarised the background of the Agency's work in the development of essential requirements for environmental protection and the discussion on main comments received on proposals for rulemaking in this field. The Board was invited to express its views on several strategic questions such as the replacement of the ICAO Annex 16 reference in the Basic Regulation by a set of essential requirement and the timing of the development for essential requirements for environmental protection in the new domains (licencing, operations, ATM and aerodromes).

Discussion emerged that raised questions regarding EASA's general role and responsibilities in the field of environmental protection as well as on the question whether the current reference to ICAO Annex 16 should be replaced by a set of essential requirements or whether working through ICAO would be the preferred way for aviation environmental standards. Moreover, the debate focussed on the question of timing and priorities, in the light of the ongoing work for the 1st and 2nd extension. An additional point for discussion was whether there should be a "phased approach" in extending the essential requirements for environmental protection in terms of the new remits of the Agency or whether there should be a "big bang".

The results of the discussion on environmental issues can be summarised as follows:

- a) The meeting agreed in principle that safety is unquestionably the number one priority for EASA. Considering the demanding workload for EASA with regard to the 1st and 2nd extension, extending the Agency's involvement in environmental issues**



should be put on hold for the time being, in favour of other priorities.

- b) Moreover, the meeting agreed that the involvement of EASA in environmental matters raises important questions of principle regarding the interpretation of the Basic Regulation. It was concluded that it is therefore not up to EASA alone but the Community as a whole, to define the long term role of the Agency with regard to environment.
- c) However, the meeting noted that some proposals for environmental regulation may have safety implications, and EASA must have the opportunity to be involved when new measures are under discussion elsewhere in the Community system.

4. Training Issues

EASA presented a paper on the Agency's present and future training strategy (WP04). The paper introduced the technical training objectives, outlined the need for technical training that focuses on the recipients (e.g. EASA, NAAs, industry and international partners) and explained how and in which form this training should be delivered to the respective recipient. In addition, EASA provided information on the work of the Common Training Initiative Group and the possibility of establishing a European Academy for Aviation Safety.

In reference to WP04, the Netherlands submitted and introduced a paper on policy questions regarding training issues for consideration by the Board.

The main points for discussion were EASA's general role and responsibilities with regard to training activities, considering that EC Regulation 216/2008 does not provide a clear legal basis for such activities. Additionally, the issue of timing and priorities formed a key part of the discussion. In this context the most crucial points were the prospective idea to establish a European Academy for Aviation Safety and the current and future relationship with other training providers such as the JAA Training Organisation, EUROCONTROL or EASTI.

The results of the discussion on training issues can be summarised as follows:

- a) **The meeting agreed that training forms an integral part of safety and that EASA has a role to play. Consequently, there were no objections in continuing with the Common Training Initiative.**



- b) However the meeting expressed caution at the possibility of EASA becoming the dominant centre of competence for both regulatory and training matters, which could inhibit innovative thinking on aviation safety.
- c) The meeting agreed that EASA should clarify training mechanisms and objectives. In particular, clarification is needed with regard to the legal basis for carrying out training activities as well as the funding stream.
- d) Considering the decisions taken by ECAC DGs regarding the continuance of the JAA Training Organisation, the meeting agreed that further clarification is needed with regard to the relationship to the JAA Training Organisation but also to other training providers such as EUROCONTROL or EASTI. In the light of this, it was recommended that ECAC, EASA and EUROCONTROL should discuss demarcation issues.
- e) The meeting agreed that no clear guidance on the preferred way forward regarding the training activities of EASA can be given at this stage. It was recommended that EASA should come back with an elaborated proposal for their training strategy that takes into account the questions raised during the discussion and that provided clear evidence for the training needs.

5. International Cooperation

For time management reasons, the issue of international cooperation was postponed to the next meeting of the Management Board.

6. AOB

The Chair closed the session thanking all participants for a fruitful meeting.